Appendix G
Transportation

Appendix G-1
TPF/TDF Memo

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TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **December 30, 2020**

PROJECT: **Gowanus Neighborhood Rezoning EIS (PHA No. 1223I)**

RE: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian and parking conditions for the *Gowanus Rezoning Proposal EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

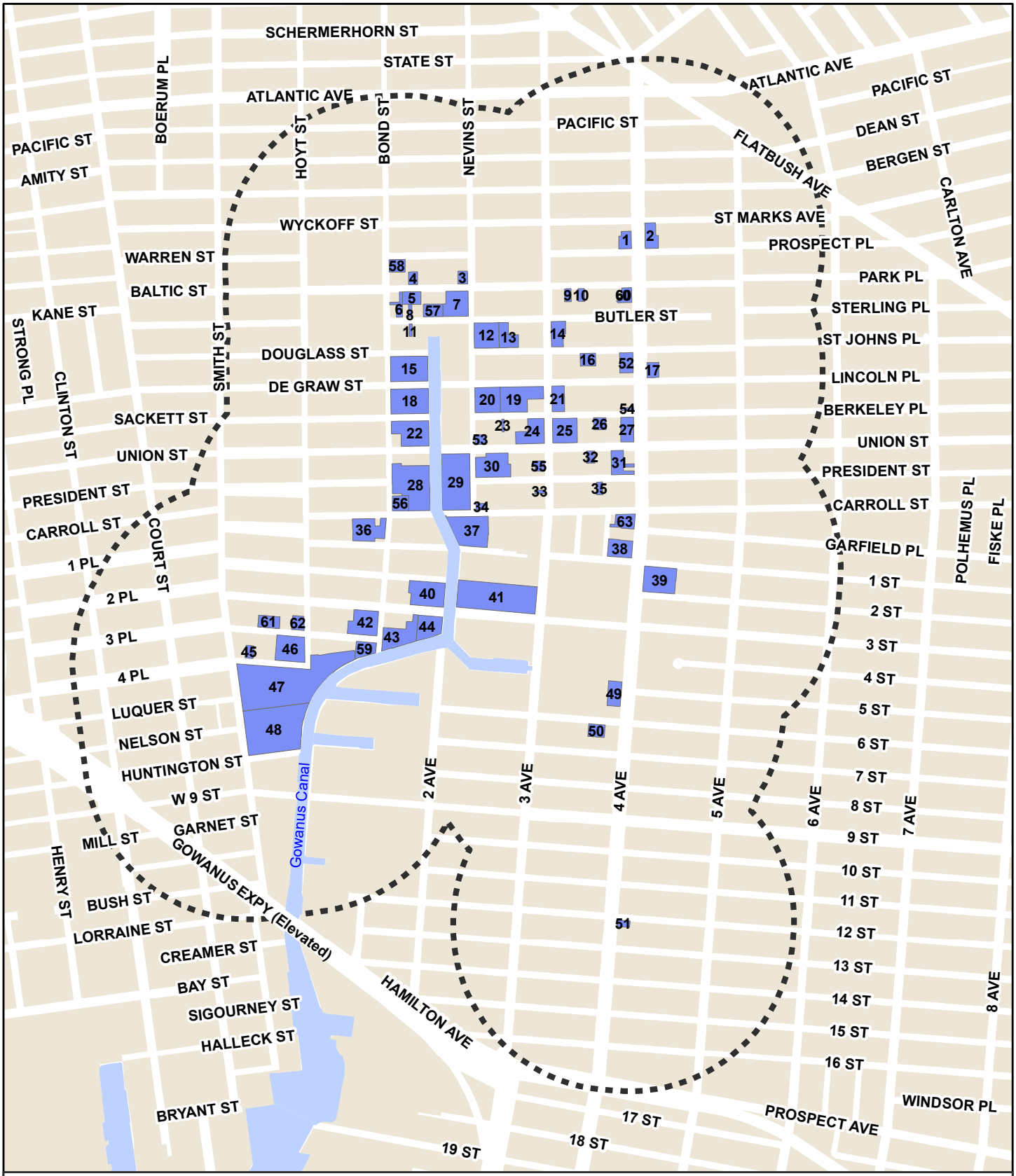
THE PROPOSED ACTIONS

The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), is proposing a series of land use actions—including zoning map amendments, zoning text amendments, City map amendments and the establishment of a Large-Scale General Development (collectively, the "Proposed Actions") to implement land use and zoning recommendations in the *Gowanus Neighborhood Plan* (the "Neighborhood Plan" or "Plan"). The Proposed Actions are intended to facilitate development patterns that meet the long-term vision of Gowanus as a sustainable, mixed-use neighborhood anchored by a vibrant and resilient waterfront that can support the housing and economic needs of the community, surrounding neighborhoods, and the City.

The Proposed Actions would affect approximately 81 blocks of the Gowanus neighborhood of Brooklyn, Community Districts 2 and 6. The area that is subject to the Proposed Actions is generally bounded by Bond, Hoyt, and Smith Streets to the west, Third and Fourth Avenues to the east, Huntington, 3rd, 7th, and 15th Streets to the south, and Warren, Baltic, and Pacific Streets to the north (the "Project Area") (see **Figure 1**).

Gowanus Neighborhood Rezoning

Figure 1
Projected Development Sites



Legend

Projected Development Sites

1/4-mile Radius

Feet
0 500 1,000 1,500 2,000

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Actions, a RWCDS for both "future without the proposed actions" (No Action) and "future with the proposed actions" (With Action) conditions is analyzed for an analysis year of 2035. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be developed by the 2035 analysis year, while potential sites are considered less likely to be developed over the same period. Projected development sites are considered for the purposes of the transportation analyses. A total of 63 projected development sites were identified and are considered for the purposes of the transportation analyses (see **Figure 1**).

Table 1 shows the total anticipated No Action and With Action land uses on projected development sites that were assumed for the purposes of the transportation analyses. For travel demand forecasting purposes, the amount of community facility, commercial and industrial development on projected development sites shown in **Table 1** has been increased by 15 percent compared to what was assumed for the RWCDS in order to estimate gross square footage.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No Action and With Action land uses on projected development sites are summarized in **Table 2** and discussed below. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for recent environmental reviews, Census data for tracts encompassing the Project Area (tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141), data provided by the New York City departments of Transportation (DOT) and City Planning (DCP), and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Table 1
2035 No-Action and With-Action Land Uses Assumed for the Transportation Analyses[1]

Land Use	No Action Condition	With Action Condition	Net Increment
Residential			
Residential	815 DU	9,310 DU	8,495 DU
Commercial			
Office	412,213 sf	883,015 sf	470,802 sf
Innovation Economy	0 sf	177,191 sf	177,191 sf
Local Retail	266,675 sf	580,370 sf	313,695 sf
Destination Retail	113,520 sf	23,144 sf	(90,376 sf)
Restaurant	0 sf	61,721 sf	61,721 sf
Supermarket	0 sf	41,400 sf	41,400 sf
Auto-Related	77,685 sf[2]	0 sf	(77,685 sf)
Hotel	54,870 sf 133 rooms	54,870 sf 133 rooms	0 sf 0 rooms
Total Commercial	***924,963 sf***	***1,821,711 sf***	***896,748 sf***
Industrial			
Light Industrial	144,918 sf	88,978 sf	(55,940 sf)
Warehouse	296,858 sf[3]	24,380 sf	(272,478 sf)
Total Industrial	**441, 776 sf**	***113,358 sf***	***(328,418 sf)***
Community Facility			
Medical Office	209,553 sf	237,197 sf	27,644 sf
Non-Profit Office	0 sf	71,714 sf	71,714 sf
Public School	0 sf 0 seats	92,000 sf 500 seats	92,000 sf 500 seats
Community Center	27,941 sf	134,718 sf	106,777 sf
Total Community Facility	***237,494 sf***	***535,629 sf***	***298,135 sf***
Park			
Waterfront Park	0 acres	1.5 acres	1.5 acres
Parking			
Parking Spaces	2,156 spaces	1,940 spaces	(216 spaces)

Notes:
[1] Numbers reflect a 15 percent increase in community facility, commercial and industrial development compared to the Proposed Actions' RWCDS in order to estimate gross square footage for travel demand forecasting purposes.
[2] Excludes a total of 29,676 sf of space associated with vehicle storage in the No Action condition as this space would generate little if any independent travel demand.
[3] Includes approximately 143,722 sf of self-storage uses.

Table 2
Transportation Planning Factors

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair	
Trip Generation:	(1)		(1)		(1)		(1)		(9)		(1)		(3)	
Weekday	205.0		18.0		8.075		78.2		179.5		175.0		19.42	
Saturday	240.0		3.9		9.6		92.5		195.8		231.0		19.42	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(1)		(9)		(1)		(3)	
AM	3.0%		12.0%		10.0%		3.0%		3.0%		5.0%		13.2%	
MD	19.0%		15.0%		5.0%		9.0%		13.0%		6.0%		11.0%	
PM	10.0%		14.0%		11.0%		9.0%		10.0%		10.0%		14.2%	
SAT	10.0%		17.0%		8.0%		11.0%		9.0%		9.0%		10.7%	
Modal Splits:	(2)		(24)	(4)	(5)		(20)		(3)		(2)		(3)	
	All Periods		AM/PM/SAT	MD	All Periods		AM/MD/PM	SAT	All Periods		AM/MD/PM	SAT	All Periods	
Auto	11.0%		28.7%	2.0%	10.8%		59.0%	59.0%	30.0%		21.0%	14.0%	85.0%	
Taxi	0.0%		4.9%	1.0%	0.4%		3.0%	5.0%	5.0%		3.0%	5.0%	5.0%	
Subway/Railroad	3.0%		32.1%	7.0%	74.8%		18.0%	18.0%	15.0%		14.0%	8.0%	1.0%	
Bus	2.0%		12.7%	7.0%	2.1%		15.0%	13.0%	15.0%		4.0%	6.0%	1.0%	
School Bus	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	
Walk/Other	84.0%		21.6%	83.0%	11.9%		5.0%	5.0%	35.0%		58.0%	67.0%	8.0%	
Total	100.0%		100.0%	100.0%	100.0%		100.0%	100.0%	100.0%		100.0%	100.0%	100.0%	
In/Out Splits:	(3)		(4)		(6)		(8)		(10)		(11,12)		(3)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	50%	50%	94%	6%	24%	76%	61%	39%	50%	50%	57%	43%	65%	35%
MD	50%	50%	39%	61%	50%	50%	55%	45%	50%	50%	46%	54%	50%	50%
PM	50%	50%	5%	95%	61%	39%	47%	53%	67%	33%	47%	53%	50%	50%
SAT	55%	45%	60%	40%	45%	55%	55%	45%	50%	50%	51%	49%	50%	50%
Vehicle Occupancy:	(3)		(4)		(3,5,7)		(8)		(10)		(2)		(3)	
					AM/PM	MD/SAT	AM/MD/PM	SAT			AM/MD/PM	SAT		
Auto	2.00		1.26		1.12	1.57	2.00	2.70	2.20		1.58	1.90	1.30	
Taxi	2.00		1.26		1.30	1.82	2.00	2.80	2.30		1.58	1.90	1.30	
School Bus														
Truck Trip Generation:	(1)		(1)		(1)		(8)		(10)		(11)		(3)	
Weekday	0.35		0.32		0.06		0.35		3.60		0.35		0.89	
Saturday	0.04		0.01		0.02		0.02		3.60		0.04		0.89	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(1)		(8)		(10)		(11,12)		(3)	
AM	8.0%		10.0%		12.0%		7.7%		0.0%		8.0%		14.0%	
MD	11.0%		11.0%		9.0%		11.0%		6.0%		11.0%		9.0%	
PM	2.0%		2.0%		2.0%		1.0%		1.0%		2.0%		1.0%	
SAT	11.0%		11.0%		9.0%		11.0%		0.0%		11.0%		0.0%	
Truck In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Table 2 (continued)
Transportation Planning Factors

Land Use:	Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-5 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Waterfront Park		
Trip Generation:	(13)		(3)		(15)		(16)		(21) (22)		(21)		(22)		(1)		(1)		(1)
Weekday	18.0		14.7		10.4		See note (16)		2.0		2.0		4.0		44.7		44.0		139.0
Saturday	3.9		2.2		3.6		39.0		0.0		0.0		0.0		26.1		62.0		196.0
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per Student		per Staff		per Parents		per 1,000 sf		per acre		per acre
Temporal Distribution:	(13)		(3)		(15)		(16)		(21)		(21)		(21)		(1)		(1)		(1)
AM	12.0%		13.2%		13.2%		11.0%		50.0%		50.0%		50.0%		4.0%		3.0%		3.0%
MD	15.0%		11.0%		11.0%		13.0%		0.0%		0.0%		0.0%		9.0%		5.0%		5.0%
PM	14.0%		14.2%		14.1%		9.0%		5.0%		50.0%		5.0%		5.0%		6.0%		6.0%
SAT	17.0%		10.7%		11.0%		17.0%		0.0%		0.0%		0.0%		9.0%		6.0%		6.0%
Modal Splits:	(13)		(14)	(4)	(14)		(16)		(23)		(14)		(23)		(17)		(18)		(18)
	AM/PM/SAT	MD	AM/PM/SAT	MD	All Periods		All Periods		AM/MD/SAT	PM	All Periods		All Periods		All Periods		All Periods		All Periods
Auto	28.7%	2.0%	32.2%	2.0%	32.2%		24.0%		21.7%	21.7%	32.2%		0.0%		5.0%		20.0%		20.0%
Taxi	4.9%	1.0%	0.8%	1.0%	0.8%		6.0%		0.0%	0.0%	0.8%		0.0%		1.0%		1.0%		1.0%
Subway/Railroad	32.1%	7.0%	40.3%	7.0%	40.3%		59.0%		5.7%	5.7%	40.3%		8.0%		3.0%		12.0%		12.0%
Bus	12.7%	7.0%	8.8%	7.0%	8.8%		9.0%		2.1%	2.1%	8.8%		3.0%		6.0%		11.0%		11.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%		2.0%	2.0%	0.0%		0.0%		0.0%		0.0%		0.0%
Walk/Other	21.6%	83.0%	17.9%	83.0%	17.9%		2.0%		68.5%	68.5%	17.9%		89.0%		85.0%		56.0%		56.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%		100.0%		100.0%	100.0%	100.0%		100.0%		100.0%		100.0%		100.0%
In/Out Splits:	(13)		(3)		(15)		(16)		(21)		(21)		(21)		(17)		(18,19)		(18,19)
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	94.0%	6%	88%	12%	88%	12%	62%	38%	100%	0%	100%	0%	50%	50%	61%	39%	55%	45%	55%	45%
MD	39.0%	61%	50%	50%	50%	50%	47%	53%	100%	0%	100%	0%	50%	0%	55%	45%	50%	50%	50%	50%
PM	5.0%	95%	12%	88%	12%	88%	35%	65%	0%	100%	0%	100%	50%	50%	29%	71%	45%	55%	45%	55%
SAT	60.0%	40%	47%	53%	50%	50%	49%	51%	100%	0%	100%	0%	50%	0%	49%	51%	50%	50%	50%	50%
Vehicle Occupancy:	(13)		(3)		(15)		(16)		(21)		(21)				(17)		(18)		(18)
Auto	1.26		1.20		1.30		1.50		1.30		1.20		N/A		1.65		2.90		2.90
Taxi	1.26		1.20		1.30		1.50		1.30		1.20		N/A		1.40		3.00		3.00
School Bus									35.0										
Truck Trip Generation:	(13)		(3)		(15)		(3)		(21)						(17)		(18,19)		(18,19)
Weekday	0.32		0.67		0.67		0.29		0.03		N/A		N/A		0.29		0.01		0.01
Saturday	0.01		0.67		0.02		0.29		0.03		N/A		N/A		0.29		0.01		0.01
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf						per 1,000 sf		per 1,000 sf		per 1,000 sf
Truck Temporal Distribution:	(13)		(3)		(15)		(3)		(21)						(17)		(18,19)		(18,19)
AM	10.0%		14.0%		14.0%		3.0%		9.6%		N/A		N/A		9.6%		6.0%		6.0%
MD	11.0%		9.0%		9.0%		11.0%		11.0%		N/A		N/A		11.0%		6.0%		6.0%
PM	2.0%		1.0%		1.0%		1.0%		1.0%		N/A		N/A		1.0%		1.0%		1.0%
SAT	11.0%		0.0%		9.0%		0.0%		0.0%		N/A		N/A		0.0%		6.0%		6.0%
Truck In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
All Periods	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50%	50%	50.0%	50.0%	N/A	N/A	N/A	N/A	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes:

(1) Based on data from the 2020 *City Environmental Quality Review* (CEQR) *Technical Manual*.

(2) Based on NYCDOT mode split and vehicle occupancy survey data.

(3) Based on data from the 2015 *East New York Rezoning Proposal FEIS*.

(4) Based on data from the 2016 *25 Kent Avenue EAS*.

(5) Based on American Community Survey journey-to-work 5-Year (2013-2017) data for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141.

(6) Based on NYCDOT citywide residential survey data.

(7) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.

(8) Based on data from the 2017 *East Harlem Rezoning FEIS*.

(9) Based on data from *ITE Trip Generation Manual, 10th Edition*, Land Use Code 932 (High-Turnover Restaurant). Person trip rate= ITE Trip Rate x 1.52/0.95.

(10) Based on data from the 2015 *Vanderbilt Corridor and One Vanderbilt FEIS*.

(11) Based on data from the 2017 Boulevard at Hylan Plaza Proposal FEIS.

(12) AM data is based on data from the 2014 *Astoria Cove Development FEIS*.

(13) Factors assumed to be similar to those used for the office use.

(14) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141.

(15) Based on data from the 2010 *Domino Sugar Rezoning FEIS*.

(16) Based on NYCDOT medical office trip generation and mode choice data. Weekday daily trip estimate based on following equation: 141.77 + 66.626 x gross SF (in thousands).

(17) Based on data from the 2007 *Jamaica Plan Rezoning FGEIS*.

(18) Based on data from the 2005 *Brooklyn Bridge Park FEIS*.

(19) Assumes Saturday person in/out splits; and truck trip generation rates and temporal distributions are similar to does applied to the weekday midday.

(20) Based on data from the 2017 Industry City Redevelopment FEIS.

(21) Based on data from the 2011 *Brownsville Ascend Charter School Assessment*.

(22) Assumes 5% absentee rate, and a student to parent ratio of 1 to 0.7 based on data from a November 2012 survey conducted at PS 35 in Queens.

(23) Based on data provided by NYCDOT.

(24) Based on NYCDCP ZED mode choice survey data.

Retail

The trip generation rates and temporal distributions for local and destination retail uses were based on data from the *CEQR Technical Manual*. The modal and directional in/out splits and vehicle occupancy rates were based on survey data provided by DOT and data from the 2015 *East New York Rezoning Proposal FEIS* (local retail) and the 2017 *Industry City Redevelopment FEIS* and 2017 East Harlem Rezoning *FEIS* (destination retail). Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual* (local retail) and the 2017 East Harlem Rezoning *FEIS* (destination retail). As noted in the Project Description, the Proposed Actions seek to promote opportunities for residents to work in close proximity to where they live by facilitating a substantial amount of mixed-use developments with residential, office, local retail, and other non-residential uses through a combination of use requirements and incentives. These developments are anticipated to be clustered within a few blocks along the canal and key corridors, such as Third Avenue and Fourth Avenue. In addition to external trip linkages, the Proposed Actions would result in internal retail trip linkages between the new residential and office uses. A portion of the retail trips would also be drawn from existing pedestrian and vehicular traffic (pass-by trips). To reflect the large scale of the affected area, it was assumed for the purposes of the travel demand forecast that 70 percent of all local retail trips would be a combination of internal and external pass-by trips, consistent with the 2016 *East New York Rezoning Proposal FEIS*. Factors for the supermarket use were derived from data cited in the *CEQR Technical Manual*, DOT mode split and vehicle occupancy data, and in/out splits and truck factors cited in the 2017 *Boulevard and Hylan Plaza Proposal FEIS* and the 2014 *Astoria Cove Development FEIS*.

Non-Retail Commercial Uses

Non-retail commercial land uses include office, innovation economy, restaurant and auto-related (auto repair) uses. As shown in **Table 2**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the *CEQR Technical Manual*, DOT and DCP mode split data, the *East New York Rezoning Proposal FEIS*, the 2016 *25 Kent Avenue EAS*, the 2015 *Vanderbilt Corridor and One Vanderbilt FEIS* and the *ITE Trip Generation Manual, 10th Edition,* (Land Use Code 932 [High-Turnover Restaurant]). Office factors were assumed for innovation economy uses. A linked-trip credit of 25 percent was assumed for the restaurant use in the midday period and 15 percent in the PM and Saturday periods, consistent with the *Vanderbilt Corridor and One Vanderbilt FEIS.*

Community Facility

Community facility uses include medical office, community center and public school. As shown in **Table 2**, the factors used to forecast travel demand from these land uses were developed from a variety of sources, including the *CEQR Technical Manual*, DOT survey data for medical office uses, the 2015 *East New York Rezoning Proposal FEIS,* the 2007 *Jamaica Plan Rezoning FGEIS,* the 2011 *Brownsville Ascend Charter School Assessment* and DOT data on school mode choice.

Light Industrial/Warehouse

The trip generation rates, temporal distributions, directional in/out splits, vehicle occupancies and truck factors for light industrial uses were based on data from the *East New York Rezoning Proposal FEIS.* The modal splits were based on AASHTO CTPP reverse journey-to-work data for workers in the census tracts encompassing the Project Area along with data from the *25 Kent Avenue EAS* (for the midday). Factors for warehouse uses were based on data from the 2010 *Domino Sugar Rezoning FEIS* and census reverse journey-to-work data.

Residential

Residential person trip rates and temporal distribution reflect data from the *CEQR Technical Manual*, while modal and directional splits and vehicle occupancies were based on survey data provided by DOT, 2013-2017 5-year ACS journey-to-work data for census tracts encompassing the Project Area, and data from the *East New York Rezoning Proposal FEIS*. Truck trip generation rates and temporal distributions reflect those cited in the *CEQR Technical Manual*.

It should be noted that ACS vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. Both national data from USDOT-FHA's *Summary of Travel Trends: 2009 National Household Travel Survey* and regional data from the *Regional Travel-Household Interview Survey* prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA) indicate that average vehicle occupancy rates for all auto trips are over 1.4 times the average vehicle occupancy rates for auto trips to and from work. (Refer to Table 16 of the USDOT-FHA's 2009 *National Household Travel Survey* and pages 20 and 21 of NYMTC/NJTPA 2000 *Regional Travel – Household Interview Survey* provided in **Appendix A**). As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data were adjusted by a factor of 1.4 for the weekday midday and Saturday midday peak hours to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work were conservatively applied to all auto trips in these latter peak hours.

Although residential-based trips in the weekday midday and Saturday peak hours would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal splits based on the ACS journey-to-work data were conservatively assumed for all periods.

Open Space

The Proposed Actions would facilitate the development of a new waterfront park. For analysis purposes it was assumed that this park would be comprised of approximately 50 percent active open space and 50 percent passive open space. The trip rates and temporal distributions for both types of open space reflect data from the *CEQR Technical Manual*, while the modal and directional splits and vehicle occupancies were based on data from the 2005 *Brooklyn Bridge Park FEIS*.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2035 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. **Table 3** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No Action condition) that would occur in 2035 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 10,340 person trips in the weekday AM peak hour, 10,204 in the weekday midday, 12,270 in the weekday PM peak hour and 10,356 in the Saturday peak hour. Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 1,287, 536, 1,320 and 714 (in and out combined) in the weekday AM, midday and PM, and Saturday peak hours, respectively. Peak hour subway trips would increase by a net total of approximately 5,823, 3,057, 6,430 and 5,274 during these periods, respectively, while transit bus trips would increase by approximately 399, 395, 492 and 318, respectively. Lastly, walk-only trips would increase by 2,801, 5,952, 3,831 and 3,853 trips during the weekday AM, midday and PM, and Saturday peak hours, respectively.

The Proposed Actions are not expected to generate substantial numbers of trips by the Long Island Rail Road (LIRR). As most projected development sites are not located within a convenient walking distance of the LIRR's Downtown Brooklyn terminus at Atlantic Terminal, most commuter rail trips generated by the Proposed Actions would likely start or end on another mode of transit (i.e., subway and bus). Therefore, commuter rail trips are included in the totals for the subway mode in the travel demand forecast.

Table 4 shows the net incremental change in peak hour vehicle trips (auto, taxi and truck) that would be generated by each individual development site during the weekday AM, midday and PM, and Saturday peak hours.[1] As shown in **Table 4**, Site 47 would generate the greatest number of new vehicle trips in the weekday AM and PM peak hours, accounting for approximately 25 percent and 16 percent of the total incremental vehicle trips generated by the Proposed Actions in this period. Site 46 would generate the greatest number of new vehicle trips in the weekday midday peak hour, accounting for approximately 20 percent of the total incremental demand in this period, while Site 48 would generate the greatest number of new vehicle trips in the Saturday peak hour, accounting for approximately 15

[1] Detailed demand forecasts for each projected development site are provided in **Appendix B**.

Table 3
RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair	
Size/Units:	313,695 gsf		542,516 gsf		8,495 DU		-90,376 gsf		61,721 gsf		41,400 gsf		-77,685 gsf	
Peak Hour Trips:														
AM	590		1,184		6,896		-212		340		368		-204	
Midday	3,676		1,472		3,452		-636		1,090		440		-170	
PM	1,942		1,374		7,568		-636		946		728		-218	
Saturday	2,272		372		6,550		-920		928		864		-166	
Person Trips:														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	33	33	320	18	179	566	-76	-49	54	53	44	32	-115	-65
Taxi	0	0	56	1	3	17	-4	-3	10	10	6	4	-6	-3
Subway	5	5	358	22	1,248	3,925	-22	-15	25	25	30	22	0	0
Bus	3	3	144	8	32	106	-19	-13	24	24	8	6	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	254	254	241	16	196	624	-7	-4	58	57	125	91	-10	-5
Total	295	295	1,119	65	1,658	5,238	-128	-84	171	169	213	155	-131	-73
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	203	203	10	17	188	188	-206	-169	162	162	42	50	-74	-74
Taxi	0	0	2	7	3	3	-11	-8	30	30	6	8	-4	-4
Subway	58	58	44	62	1,300	1,300	-63	-52	83	83	28	32	0	0
Bus	38	38	44	63	33	33	-53	-43	83	83	8	10	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	1,539	1,539	474	749	202	202	-17	-14	187	187	118	138	-7	-7
Total	1,838	1,838	574	898	1,726	1,726	-350	-286	545	545	202	238	-85	-85
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	107	107	17	378	498	324	-176	-199	191	94	72	80	-96	-96
Taxi	0	0	1	64	14	5	-9	-10	32	14	10	12	-5	-5
Subway	33	33	21	423	3,460	2,215	-54	-61	95	46	48	54	0	0
Bus	16	16	8	164	95	59	-45	-50	95	46	14	14	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	815	815	17	281	546	352	-15	-17	224	109	198	226	-8	-8
Total	971	971	64	1,310	4,613	2,955	-299	-337	637	309	342	386	-109	###
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	137	108	66	46	319	389	-299	-244	141	141	62	58	-73	-73
Taxi	0	0	10	4	5	9	-25	-21	22	22	22	22	-4	-4
Subway	38	34	69	47	2,219	2,707	-92	-74	68	68	36	34	0	0
Bus	23	16	27	18	59	70	-66	-53	68	68	26	26	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	1,056	860	49	36	349	424	-25	-21	165	165	296	282	-6	-6
Total	1,254	1,018	221	151	2,951	3,599	-507	-413	464	464	442	422	-83	-83
Vehicle Trips :														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	25	25	254	17	163	509	-39	-25	24	23	28	20	-87	-52
Taxi	0	0	46	1	3	17	-3	-2	0	0	4	4	-6	-3
Taxi (Balanced)	0	0	47	47	20	20	-5	-5	0	0	8	8	-9	-9
Truck	0	0	8	8	29	29	-1	-1	0	0	0	0	-4	-4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	25	25	309	72	212	558	-45	-31	24	23	36	28	-100	-65
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	108	108	10	16	123	123	-103	-85	73	73	28	32	-58	-58
Taxi	0	0	2	7	3	3	-6	-4	12	12	4	4	-4	-4
Taxi (Balanced)	0	0	9	9	6	6	-10	-10	24	24	8	8	-8	-8
Truck	3	3	8	8	19	19	-1	-1	8	8	0	0	-2	-2
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	111	111	27	33	148	148	-114	-96	105	105	36	40	-68	-68
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	60	60	16	299	447	292	-88	-100	86	42	46	50	-75	-75
Taxi	0	0	1	49	14	5	-5	-6	13	4	6	8	-5	-5
Taxi (Balanced)	0	0	50	50	19	19	-11	-11	17	17	14	14	-10	-10
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	60	60	66	349	467	312	-99	-111	103	59	60	64	-85	-85
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	75	61	52	38	206	250	-111	-91	65	65	32	30	-57	-57
Taxi	0	0	10	4	5	8	-9	-7	9	9	12	12	-4	-4
Taxi (Balanced)	0	0	14	14	13	13	-16	-16	18	18	24	24	-8	-8
Truck	0	0	0	0	3	3	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	61	66	52	222	266	-127	-107	83	83	56	54	-65	-65

Table 3 (continued)
RWCDS Travel Demand Forecast

Land Use: / Size/Units:	Innovation Economy 177,191 gsf		Light Industrial -55,940 gsf		Warehouse -272,478 gsf		Medical Office 27,644 gsf		School (Grade K-5 Students) 475 students 92,000 gsf		School Staff 44 staff		Parents (Grades K-5 Students) 228 parents		Community Center 106,777 gsf		Passive Waterfront Park 0.75 gsf 32,670 acres		Active Waterfront Park 0.75 gsf 32,670 acres		Total	
Peak Hour Trips:																						
AM	390		-108		-376		300		476		44		456		190		2		4		10,340	
Midday	484		-88		-312		356		0		0		0		432		2		6		10,204	
PM	454		-120		-404		250		48		44		46		240		2		6		12,270	
Saturday	130		-12		-112		184		0		0		0		252		4		10		10,356	
Person Trips:																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	107	4	-31	-3	-109	-16	44	27	103	0	14	0	0	0	7	5	0	0	0	0	574	605
Taxi	18	0	-1	0	-2	0	12	8	0	0	0	0	0	0	2	0	0	0	0	0	94	34
Subway	120	5	-39	-5	-131	-19	109	67	27	0	18	0	18	18	5	2	0	0	0	0	1,771	4,052
Bus	51	2	-10	-2	-30	-3	18	8	10	0	4	0	7	7	6	5	0	0	0	0	248	151
School Bus	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0
Walk/Other	80	3	-17	0	-59	-7	4	3	326	0	8	0	203	203	98	60	1	1	2	2	1,503	1,298
Total	376	14	-98	-10	-331	-45	187	113	476	0	44	0	228	228	118	72	1	1	2	2	4,200	6,140
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	4	-1	-1	-50	-50	39	45	0	0	0	0	0	0	11	9	0	0	1	1	327	385
Taxi	0	1	0	0	0	0	9	12	0	0	0	0	0	0	2	2	0	0	0	0	37	51
Subway	12	22	-2	-2	-64	-64	97	111	0	0	0	0	0	0	7	7	0	0	0	0	1,500	1,557
Bus	12	22	-3	-3	-15	-15	17	18	0	0	0	0	0	0	14	11	0	0	0	0	178	217
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	163	246	-38	-38	-27	-27	3	5	0	0	0	0	0	0	202	167	1	1	2	2	2,802	3,150
Total	189	295	-44	-44	-156	-156	165	191	0	0	0	0	0	0	236	196	1	1	3	3	4,844	5,360
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	124	-4	-36	-16	-114	21	37	0	11	0	14	0	0	5	9	0	0	1	1	624	734
Taxi	0	22	0	-1	0	-2	6	9	0	0	0	0	0	0	0	2	0	0	0	0	49	110
Subway	5	143	-7	-41	-20	-143	51	97	0	3	0	18	2	2	2	5	0	0	0	0	3,636	2,794
Bus	1	60	-2	-9	-4	-32	8	17	0	1	0	4	1	1	5	9	0	0	0	0	192	300
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3	92	-1	-19	-8	-65	1	3	0	33	0	8	20	20	61	142	1	1	2	2	1,856	1,975
Total	13	441	-14	-106	-48	-356	87	163	0	48	0	44	23	23	73	167	1	1	3	3	6,357	5,913
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	26	14	-4	-2	-19	-19	23	22	0	0	0	0	0	0	7	7	0	0	1	1	387	448
Taxi	2	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2	0	0	0	0	38	38
Subway	27	19	-3	-1	-22	-22	55	55	0	0	0	0	0	0	5	5	0	0	1	1	2,401	2,873
Bus	6	5	-1	-1	-4	-4	8	10	0	0	0	0	0	0	7	8	0	0	1	1	154	164
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	19	12	0	0	-11	-11	1	2	0	0	0	0	0	0	104	105	2	2	2	2	2,001	1,852
Total	80	50	-8	-4	-56	-56	91	93	0	0	0	0	0	0	125	127	2	2	5	5	4,981	5,375
Vehicle Trips :																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	85	4	-27	-2	-84	-14	27	17	79	79	12	0	N/A	N/A	5	3	0	0	0	0	465	604
Taxi	16	0	-1	0	-2	0	8	5	0	0	0	0	N/A	N/A	2	0	0	0	0	0	67	22
Taxi (Balanced)	16	16	-1	-1	-2	-2	13	13	0	0	0	0	N/A	N/A	2	2	0	0	0	0	89	89
Truck	1	1	-1	-1	-15	-15	0	0	0	0	0	0	N/A	N/A	2	2	0	0	0	0	19	19
School Bus	0	0	0	0	0	0	0	0	1	1	0	0	N/A	N/A	0	0	0	0	0	0	1	1
Total	102	21	-29	-4	-101	-31	40	30	80	80	12	0	N/A	N/A	9	7	0	0	0	0	574	713
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	4	-1	-1	-39	-39	26	28	0	0	0	0	N/A	N/A	6	4	0	0	0	0	175	205
Taxi	0	1	0	0	0	0	6	7	0	0	0	0	N/A	N/A	2	2	0	0	0	0	19	28
Taxi (Balanced)	1	1	0	0	0	0	13	13	0	0	0	0	N/A	N/A	4	4	0	0	0	0	47	47
Truck	1	1	-1	-1	-7	-7	1	1	0	0	0	0	N/A	N/A	2	2	0	0	0	0	31	31
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	0	0
Total	4	6	-2	-2	-46	-46	40	42	0	0	0	0	N/A	N/A	12	10	0	0	0	0	253	283
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	98	-3	-30	-14	-89	13	26	8	8	0	12	N/A	N/A	3	4	0	0	0	0	503	597
Taxi	0	20	0	-1	0	-2	5	6	0	0	0	0	N/A	N/A	0	2	0	0	0	0	29	80
Taxi (Balanced)	20	20	-1	-1	-2	-2	11	11	0	0	0	0	N/A	N/A	2	2	0	0	0	0	109	109
Truck	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	0	0
Total	24	118	-4	-31	-16	-91	24	37	8	8	0	12	N/A	N/A	5	6	0	0	0	0	613	707
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	24	13	-4	-2	-17	-17	15	16	0	0	0	0	N/A	N/A	5	5	0	0	0	0	285	311
Taxi	2	0	0	0	0	0	3	2	0	0	0	0	N/A	N/A	2	2	0	0	0	0	30	26
Taxi (Balanced)	2	2	0	0	0	0	5	5	0	0	0	0	N/A	N/A	4	4	0	0	0	0	56	56
Truck	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	3	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	N/A	N/A	0	0	0	0	0	0	0	0
Total	26	15	-4	-2	-17	-17	20	21	0	0	0	0	N/A	N/A	9	9	0	0	0	0	344	370

Notes:
70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Table 4
Net Incremental Vehicle Trips by Projected Development Site

	Weekday Peak Hour			Saturday
	AM	MD	PM	Peak Hour
Site 1	-4	10	11	10
Site 2	17	16	17	12
Site 3	7	8	6	7
Site 4	14	15	13	12
Site 5	15	20	16	13
Site 6	0	2	-1	1
Site 7	18	4	15	4
Site 8	-2	-2	-4	-2
Site 9	1	-2	0	0
Site 10	-1	4	-1	3
Site 11	-10	-13	-11	-8
Site 12	30	10	30	17
Site 13	4	-4	5	4
Site 14	10	8	13	8
Site 15	22	19	24	28
Site 16	48	45	46	34
Site 17	12	12	11	4
Site 18	42	22	47	29
Site 19	27	24	38	21
Site 20	-4	-14	23	0
Site 21	-2	8	2	7
Site 22	0	6	18	24
Site 23	5	0	6	2
Site 24	2	12	10	15
Site 25	32	29	49	30
Site 26	28	12	30	11
Site 27	33	55	59	55
Site 28	81	22	85	44
Site 29	91	23	70	15
Site 30	-183	-172	-145	-117

	Weekday Peak Hour			Saturday
	AM	MD	PM	Peak Hour
Site 31	-38	-38	-26	-25
Site 32	2	4	1	3
Site 33	0	2	2	2
Site 34	-3	2	-1	3
Site 35	6	4	9	4
Site 36	6	2	7	4
Site 37	32	19	52	46
Site 38	-6	-4	-5	-6
Site 39	81	102	73	74
Site 40	37	25	48	28
Site 41	150	11	51	-17
Site 42	81	17	88	22
Site 43	12	25	25	23
Site 44	27	12	29	14
Site 45	1	0	2	2
Site 46	165	109	154	93
Site 47	325	90	208	100
Site 48	132	86	130	104
Site 49	-19	-12	-16	-11
Site 50	-52	-80	-41	-56
Site 51	4	4	6	4
Site 52	29	27	46	36
Site 53	-2	0	0	0
Site 54	0	2	2	4
Site 55	-5	-4	-6	-4
Site 56	-21	-18	-21	-16
Site 57	27	2	29	8
Site 58	8	-2	9	4
Site 59	9	-6	13	3
Site 60	2	4	2	3
Site 61	-3	-2	1	2
Site 62	-2	4	1	4
Site 63	-31	-30	-34	-24
Total	**1,287**	**536**	**1,320**	**714**

percent of the total vehicle trips in this period. Under the RWCDS, there would be net decreases in vehicle trips during one or more peak hours at approximately 23 sites, primarily due to the reduction in destination retail, light industrial, warehouse and auto repair uses on these sites compared to the No Action condition.

ANALYSIS PERIODS

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 vehicle trip ends in a peak hour. As shown in **Table 4**, the Proposed Actions are expected to result in more than 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand). These four periods will therefore be included in the quantified analysis of traffic conditions. Based on existing traffic volumes in the study area as reflected in automatic traffic recorder (ATR) count data, the weekday 7:45-8:45 AM, 1-2 PM (midday) and 4:30-5:30 PM peak hours have been selected for analysis along with the Saturday 3-4 PM peak hour.

Transit (both subway and bus) analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. Based on existing entering and exiting volumes at subway stations in the vicinity of the Project Area, the 7:45-8:45 AM and 5:30-6:30 PM peak hours have been selected for the analysis of subway station conditions.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. As shown in **Table 3**, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday peak hours for retail demand. Based on pedestrian count data collected for the Proposed Actions, the weekday 8-9 AM, 12-1 PM (midday) and 5-6 PM peak hours have been selected for analysis. As project increment pedestrian trips during the Saturday peak hour would be lower than in both the weekday midday and PM peak hours, significant adverse pedestrian impacts on Saturday over and above those identified for the weekday peak hours are considered unlikely. The analysis of pedestrian conditions will therefore focus on the weekday AM, midday and PM peak hours, and the Saturday peak hour will not be included for analysis.

TRAFFIC STUDY AREA

Project Area Street Network

As shown in **Figure 1**, the Project Area street network is a grid system interrupted by the Gowanus Canal and superblock developments. North-south corridors serving the Project Area include Second, Third, Fourth, Fifth and Flatbush Avenues, and Court, Smith, Hoyt, Bond and Nevins Streets. The primary east-

west corridors include Atlantic Avenue and the four local streets that cross the Gowanus Canal including Union, 3rd, 9th and Carroll Streets. To the south of the Project Area are Hamilton Avenue, the elevated Gowanus Expressway and the Prospect Expressway.

Fourth Avenue, the primary arterial within the Project Area, provides access between the Bay Ridge neighborhood to the south and Flatbush Avenue in Downtown Brooklyn to the north. Within the Project Area it typically operates with two to three moving lanes plus left-turn bays and parking in each direction. Northbound and southbound traffic is separated by a raised median protecting vents for the subway below. At its northern end, the short block between Flatbush and Atlantic Avenues operates one-way southbound with three moving lanes. Fourth Avenue is a DOT-designated local truck route, and MTA Bus B103 buses traverse the corridor in the southbound direction within the Project Area, as do New York City Transit (NYCT) B37 buses between Atlantic Avenue and Bergen Street.

Paralleling Fourth Avenue to the east and to the west are **Fifth Avenue** and **Third Avenue**, respectively, both of which also operate two-way and connect Bay Ridge with Flatbush Avenue in Downtown Brooklyn. In the vicinity of the Project Area, Fifth Avenue typically operates with one moving lane plus curbside parking in each direction, and both moving lanes also function as shared bicycle lanes. NYCT B63 buses operate in both directions along Fifth Avenue. Third Avenue typically operates with one moving lane plus curbside parking in each direction to the north of Carroll Street. There is also a striped bicycle lane between the southbound travel lane and the curb lane. To the south of Carroll Street, the roadway widens and the northbound and southbound lanes are separated by a striped median with left-turn bays. South of 3rd Street the roadway configuration changes again to include two northbound travel lanes along with a single southbound travel lane and the bicycle lane.

To the west of the Project Area are the couplet of northbound **Smith Street** and southbound **Court Street**. Smith Street runs from the Gowanus Canal to Fulton Street in Downtown Brooklyn where it becomes Jay Street. In proximity to the Project Area, Smith Street typically operates with one moving lane that also functions as a shared bicycle lane, plus parking along both curbs. North of Atlantic Avenue, the roadway widens and operates with two moving lanes until reaching Schermerhorn Street where it becomes two-way with a single moving lane/shared bicycle lane plus curbside parking in each direction. Northbound NYCT B57 buses traverse Smith Street north of 9th Street. Court Street runs from Cadman Plaza West in Downtown Brooklyn to the Gowanus Canal. In the vicinity of the Project Area it typically operates with one northbound moving lane plus parking along both curbs. A striped bicycle lane is provided between the moving lane and the parking lane along the east curb as far as Bergen Street where it transitions into a shared lane. At Pacific Street this shared lane transitions again to a striped bicycle lane adjacent to the east curb lane. Southbound NYCT B57 buses operate along Court Street in the vicinity of the Project Area.

Another north-south corridor of note is **Flatbush Avenue** (which becomes **Flatbush Avenue Extension** north of Fulton Street). This arterial roadway is located to the north of the Project Area and operates in a generally northwest-southeast direction from the Manhattan Bridge, through Brooklyn, to the

Rockaways in Queens. It also serves as a secondary route to the Brooklyn Bridge. In the vicinity of the Project Area it typically operates with two to three moving lanes in each direction, plus left-turn lanes at key intersections. Curbside regulations typically prohibit parking along both sides of Flatbush Avenue, primarily during the peak periods, and left turns are prohibited at some critical intersections in order to maximize roadway capacity. Flatbush Avenue traverses several complex intersections where one or more intersecting streets cross at oblique angles, a pattern characteristic of much of the downtown area. The intersection of Flatbush Avenue with Atlantic Avenue is one such example. Bus routes utilizing Flatbush Avenue in the vicinity of the Development Site include the B41, B41 (LTD), B45 and B67 which are operated by NYCT, and the B103 operated by MTA Bus. Flatbush Avenue is a designated Through Truck Route north of Atlantic Avenue.

Other north-south corridors in proximity to the Project Area are discontinuous due to the presence of the Gowanus Canal. These include **Second Avenue** which extends from the Gowanus Canal south to Hamilton Avenue and typically operates two-way with one moving lane plus curbside parking in each direction; **Hoyt Street** which extends from Fulton Street in Downtown Brooklyn to 5th Street at the Gowanus Canal and typically operates with one southbound moving lane, parking along both curbs, and a striped bicycle lane (north of Douglass Street) or a shared bicycle lane (south of Douglass Street); **Bond Street** which extends from the Gowanus Canal north to Fulton Street and typically operates with one northbound moving lane, a striped or shared bicycle lane, and parking along one or both curbs; and **Nevins Street** which extends from Flatbush Avenue to Carroll Street and typically operates with one southbound moving lane that also functions as a shared bicycle lane south of Degraw Street, plus parking along both curbs.

Atlantic Avenue is the primary east-west arterial in the vicinity of the Project Area. It is located to the north of the Project Area and provides access to the Brooklyn-Queens Expressway (I-278) at its western end. West of Fourth Avenue, it typically operates with two travel lanes plus a parking lane in each direction. To the east of Fourth Avenue, the roadway widens and includes a raised median. Curbside parking is restricted at several locations during peak periods. NYCT local bus routes operating along Atlantic Avenue in proximity to the Project Area include the B45, B63 and B65, and the corridor is a designated Through Truck Route.

As noted above, four local streets in proximity to the Project Area provide east-west access across the Gowanus Canal. The northernmost of these is **Union Street**, which extends from the Columbia Street waterfront to Grand Army Plaza. From the waterfront to Third Avenue, Union Street operates one-way eastbound with one moving lane, a striped bicycle lane and parking along both curbs. East of Third Avenue, Union Street becomes two-way with one moving lane plus curbside parking in each direction. To the south of Union Street is **Carroll Street**, which runs eastbound from Hoyt Street to Prospect Park West. A segment of Carroll Street also connects Smith Street to Hoyt Street; however, this segment ends at a T-intersection with Hoyt Street and there is no through access. Carroll Street typically operates with one moving lane plus parking along both curbs.

The next crossing of the Gowanus Canal is at **3rd Street**, which operates two-way from Smith Street to Fourth Avenue, and then continues one-way eastbound to Prospect Park West. The two-way segment of 3rd Street typically operates with one moving lane and a striped or shared bicycle lane in each direction plus parking along both curbs. To the east of Fourth Avenue, the roadway narrows and operates with a single eastbound moving lane, a striped bicycle lane, and parking along both curbs.

Further to the south is the **9th Street/West 9th Street** corridor which extends from Prospect Park West to Columbia Street in Red Hook. From Prospect Park West to Third Avenue, the street typically operates two-way, with one moving lane, a striped bicycle lane and curbside parking in each direction. There is also a striped median, and left-turn lanes are provided at many intersections. West of Third Avenue, the roadway narrows, the median ends and the street typically operates with one moving lane and a striped or shared bicycle lane in each direction. Curbside parking is prohibited along some blocks. At Smith Street the roadway narrows again and becomes West 9th Street, which operates one-way westbound with a single moving lane and curbside parking. A striped bicycle lane occupies the north curb lane until Hamilton Avenue which West 9th Street crosses at an off-set intersection. The segment of 9th Street between Fourth and Hamilton Avenues is a designated Local Truck Route, and NYCT B61 buses traverse the corridor east of Court Street.

Other east-west local streets in proximity to the Project Area typically operate one-way with one moving lane plus curbside parking. These streets primarily provide access to adjacent land uses, and many are discontinuous due to the Gowanus Canal.

To the south of the Project Area is **Hamilton Avenue**, an arterial roadway and designated Local Truck Route that runs between Third Avenue in Gowanus and Van Brunt Street in Red Hook. It typically operates with four moving lanes in each direction separated by wide median. Located within this median are support columns for the **Gowanus Expressway (I-278)**, an east-west interstate highway that is carried on an elevated structure above Hamilton Avenue. To the west, the Gowanus Expressway provides access to the Verrazzano-Narrows Bridge and the Belt Parkway, while to the east it becomes the Brooklyn-Queens Expressway and provides access to the Hugh L. Carey (Brooklyn-Battery) Tunnel (I-478). In the vicinity of Third Avenue, the Gowanus Expressway also intersects with the **Prospect Expressway (NY 27)**, a limited-access north-south roadway linking central Brooklyn to the Gowanus Expressway and Hugh L. Carey Tunnel. In the vicinity of the Project Area, there is an entrance ramp to the westbound Gowanus Expressway at Third Avenue, and an exit ramp from the northbound Prospect Expressway to Hamilton Avenue at 16th Street. Both the Gowanus Expressway and the Prospect Expressway are designated Through Truck Routes.

Traffic Assignment and Analysis Locations

The assignments of auto and taxi trips to the street network in proximity to the Project Area are based on the locations of each projected development site and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site under the RWCDS (e.g., commercial, residential, etc.). **Table 5** shows the directional distributions of auto and taxi trips by land

use based on origin/destination data. The origins/destinations of residential trips are based on 2012-2016 ACS journey-to-work data, while the origins/destinations of office, innovation economy, warehouse, industrial and public school (staff) uses are based on 2012-2016 ACS reverse journey-to-work data. Origins/destinations for uses that generate mostly local trips, including local retail, auto repair/service, restaurant, supermarket, community center, public school (students) and waterfront park uses, are based on population density in proximity to the Project Area and surrounding neighborhoods within a 0.5-mile radius. Origins/destinations for the destination retail and medical office uses are based on population density in proximity to the Project Area and surrounding neighborhoods within a two-mile radius. Using the distributions shown in **Table 5**, auto and taxi trips were first assigned to various portals on the periphery of the Project Area and from there via the most direct route to each projected development site. Truck trips were first assigned to designated Through and Local truck routes providing access to the Project Area, and then to the most direct paths to and from each site. Truck trips were assigned primarily to the Through Truck Routes along Atlantic and Flatbush avenues and the Gowanus Expressway, and the Local Truck Routes along 9th Street and Hamilton, Third and Fourth Avenues.

Table 5

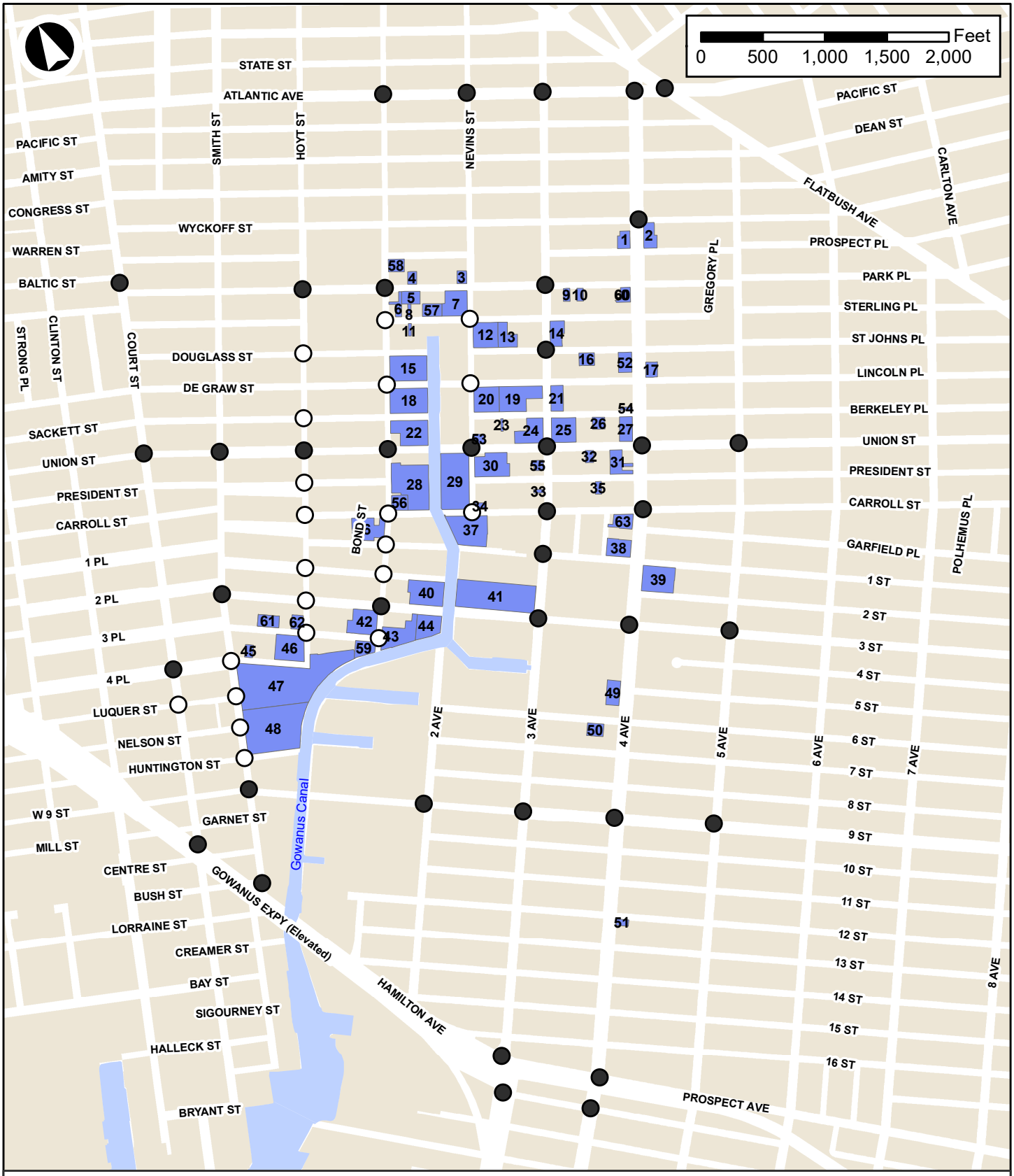
Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Brooklyn				Manhattan	Bronx	Queens	Long Island	Staten Island/N.J.	Upstate NY/ CT/PA
	N	S	E	W						
Residential	11%	21%	17%	5%	20%	0%	11%	4%	8%	3%
Office/Industrial[1]	8%	35%	10%	2%	0%	1%	16%	11%	14%	3%
Local Retail/Community Uses[2]	34%	10%	37%	19%	---	---	---	---	---	---
Destination Retail/Medical Office	34%	30%	29%	7%	---	---	---	---	---	---

Notes:
[1] Includes office, Innovation Economy, light industrial, public school (staff), and warehouse uses.
[2] Includes local retail, restaurant, supermarket, auto-related, community center, public school (students), and waterfront park uses.

As discussed above, projected development associated with the Proposed Actions would result in a net incremental increase of 1,287 vehicle trips during the weekday AM peak hour, 536 during the midday peak hour, 1,320 during the PM peak hour and 714 during the Saturday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes was prepared for each period to help identify individual intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). In consultation with DCP, representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were then selected for detailed analysis based on the preliminary assignments. Existing bottleneck locations and prevailing travel patterns in the study area were also taken into consideration. **Figure 2** shows the locations of the 60 intersections (39 signalized and 21 unsignalized) that were selected for detailed analysis. The majority of analyzed intersections are located along north-south corridors providing direct access to projected development sites, including Bond Street and Third Avenue (10 intersections each), Hoyt Street (nine intersections), Smith Street and Fourth Avenue (eight intersections each), and Nevins Street (five intersections). There are also five analyzed intersections

Traffic Study Area



Legend

Projected Development Sites

Analyzed Intersections

Signalized Unsignalized

along Court Street, three intersections along Fifth Avenue and one each intersection on Second and Flatbush Avenues.

Figures 3 through 6 show the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDS at analyzed intersections within the traffic study area.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual,* detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway Analysis

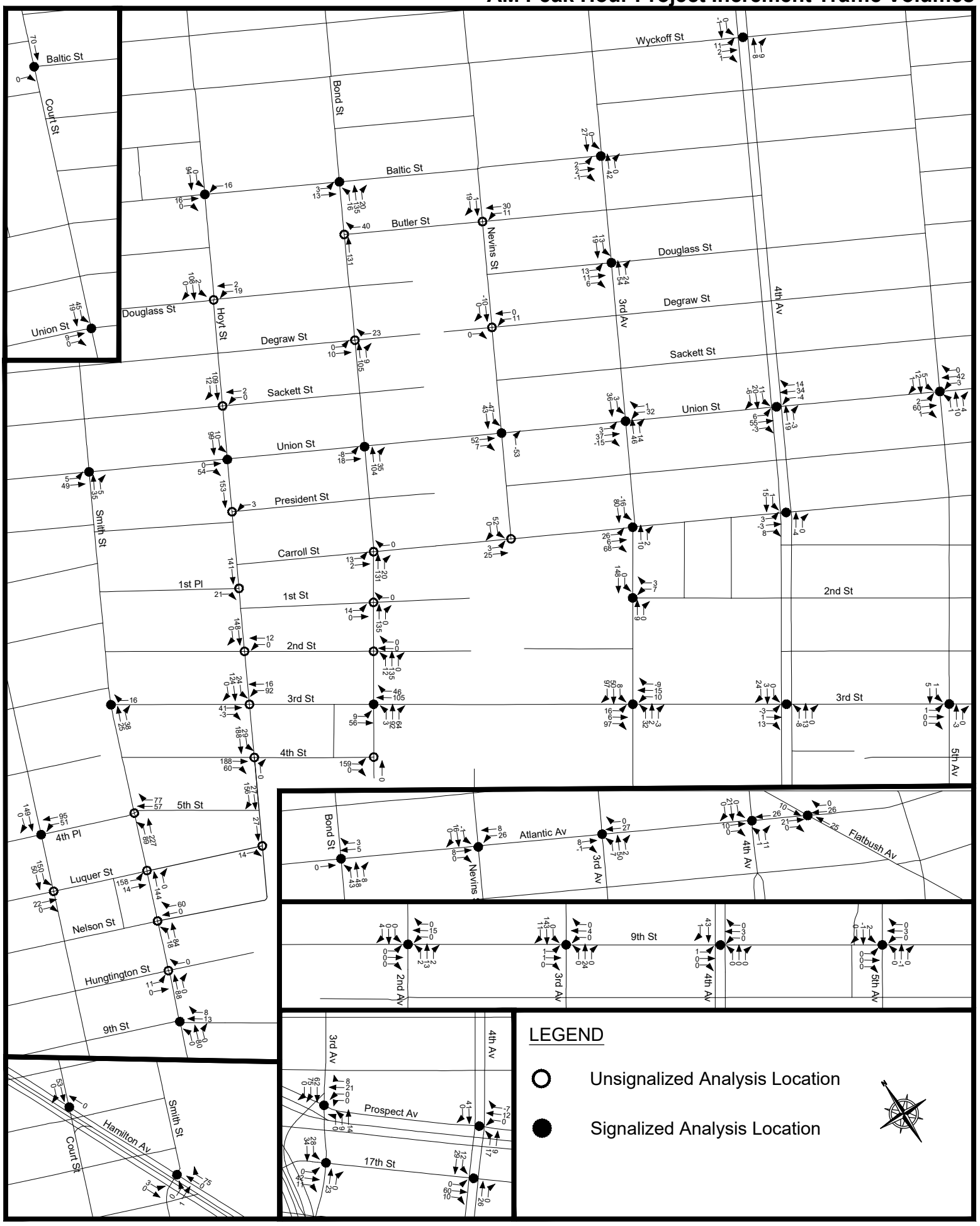
Subway Stations

There are a total of seven NYCT subway stations or station complexes in proximity to projected development sites that are expected to experience new demand as a result of the Proposed Actions. These stations are shown in **Figure 7** and **Table 6**, along with the subway routes serving each facility. As shown in **Figure 7**, F and G subway trains operating on the Culver Line serve four stations to the west and south of the Project Area. These include the Bergen Street and Carroll Street stations which are both below-grade beneath Smith Street, the Smith-9th Street station which is on an elevated structure that crosses the Gowanus Canal, and the Fourth Avenue-9th Street station which is also on an elevated structure. R trains operating on the Fourth Avenue Line serve an additional three stations on the eastern edge of the rezoning area, all of which are located below-grade beneath Fourth Avenue. These include the Fourth Avenue-9th Street station which is connected to the adjacent elevated station on the Culver Line, the Union Street station, and the Atlantic Avenue-Barclays Center station complex. This latter facility, located to the north of the Project Area, is comprised of three interconnected stations, one on the Fourth Avenue Line (served by D, N and R trains), one on the Eastern Parkway Line (served by 2, 3, 4 and 5 trains), and one on the Brighton Line (served by B and Q trains). The complex also incorporates the Atlantic Avenue Terminal of the Long Island Rail Road (LIRR). Lastly, there is the Bergen Street station on the Eastern Parkway Line (served by 2, 3 and 4 trains).

Subway Assignment and Analyzed Stations

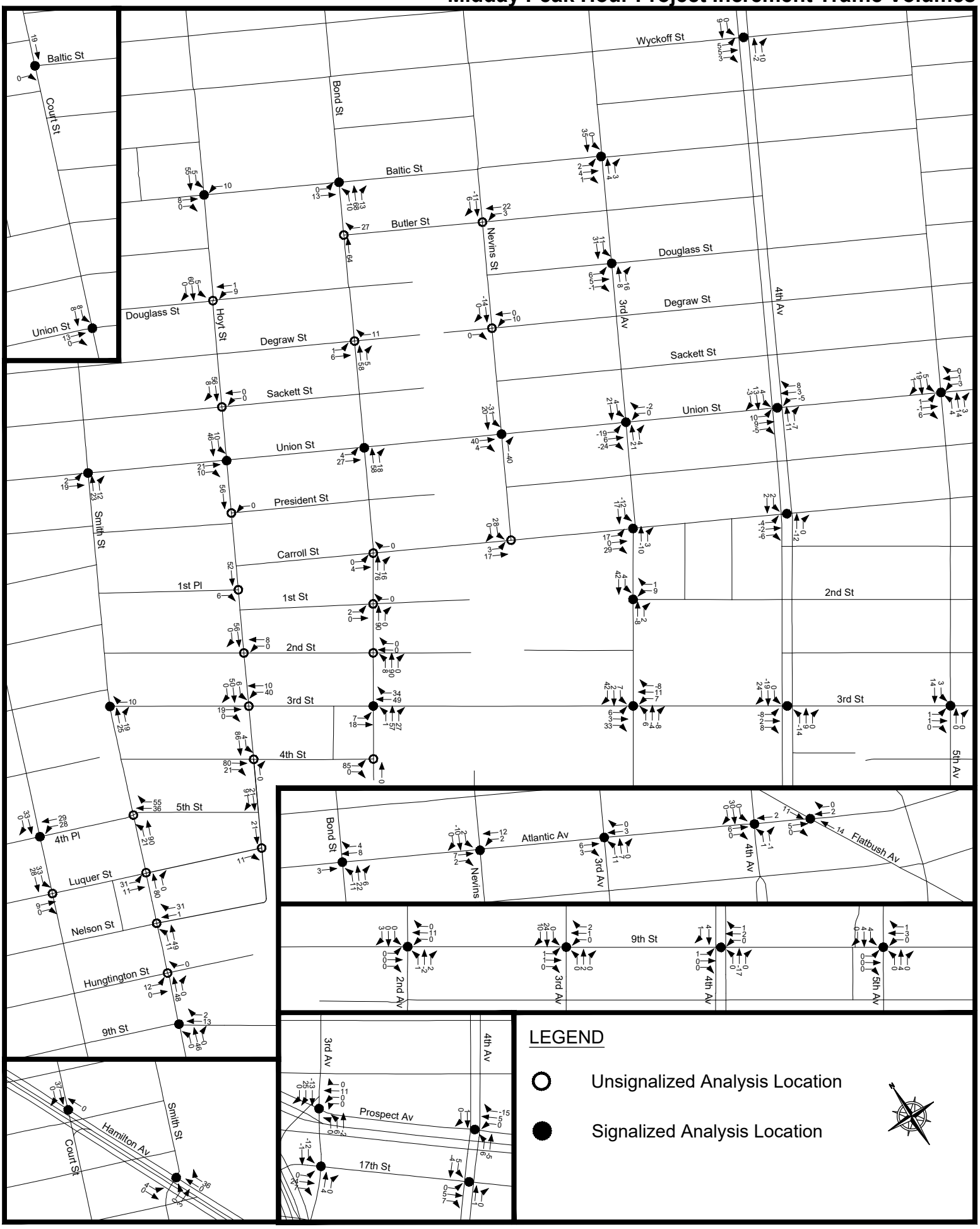
As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 5,823 and 6,430 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each projected development site were assigned to the individual stations serving the Project Area based on proximity, existing ridership patterns and guidance from NYC Transit. **Table 6**

AM Peak Hour Project Increment Traffic Volumes



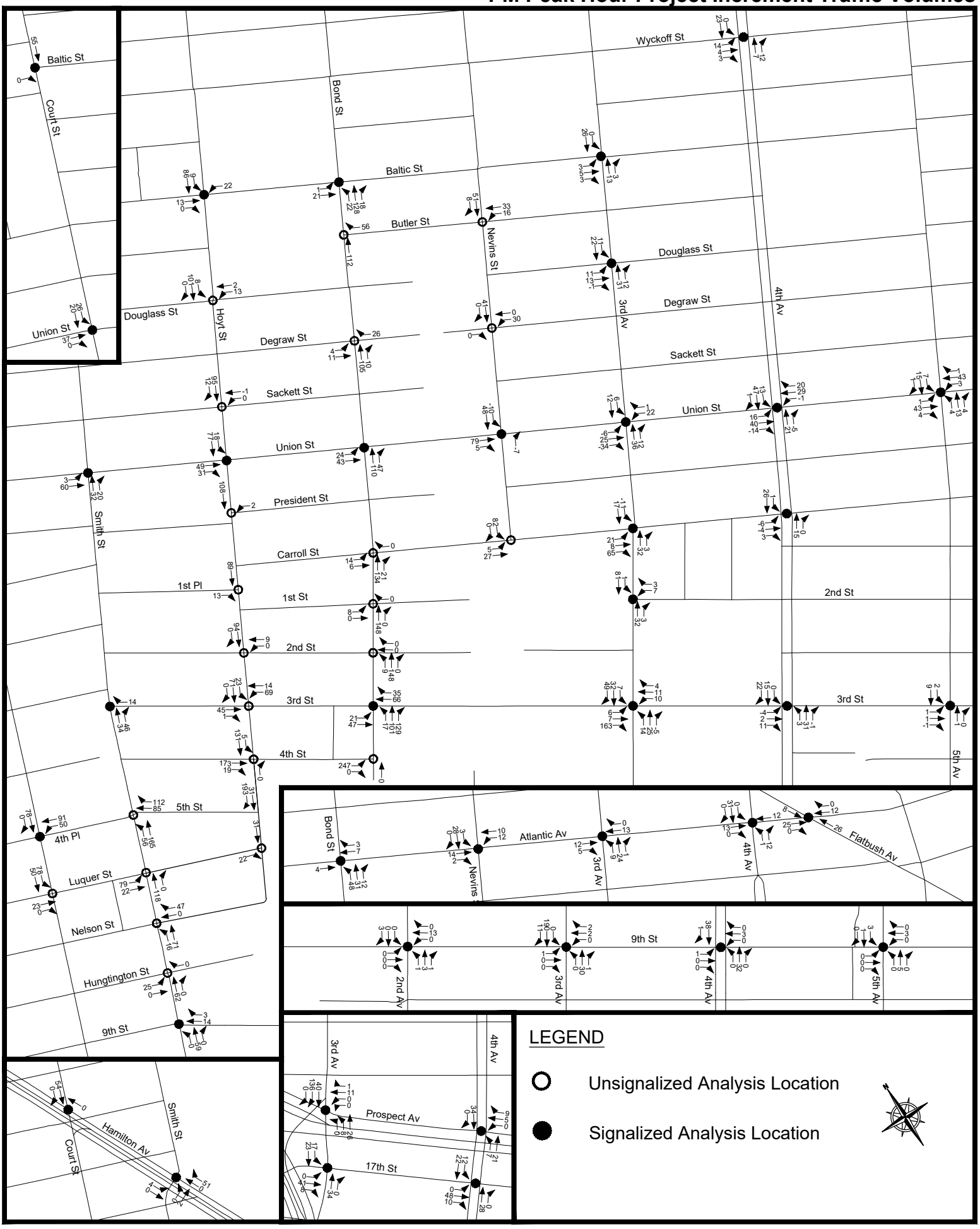
Gowanus Neighborhood Rezoning **Figure 4**

Midday Peak Hour Project Increment Traffic Volumes



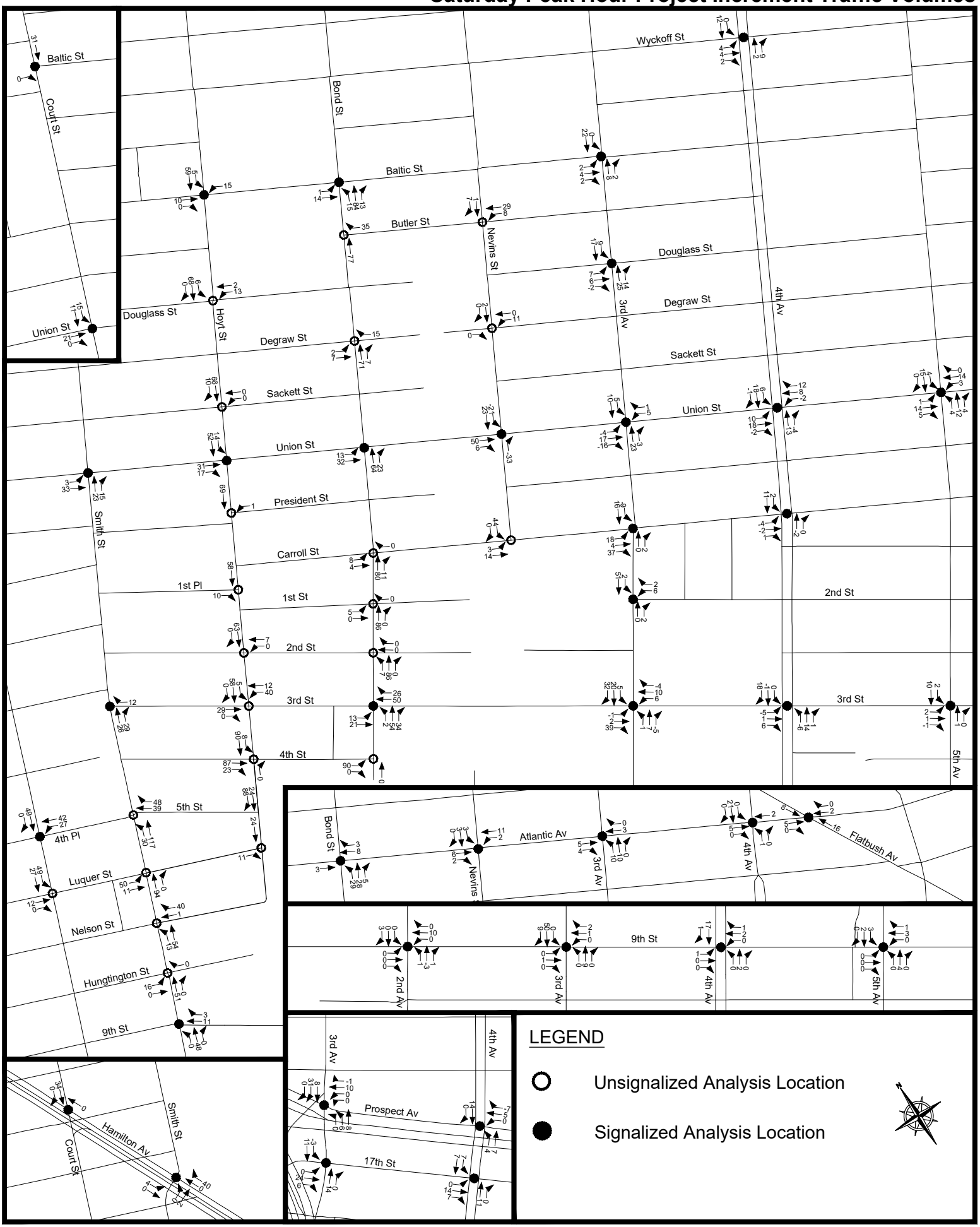
Gowanus Neighborhood Rezoning **Figure 5**

PM Peak Hour Project Increment Traffic Volumes

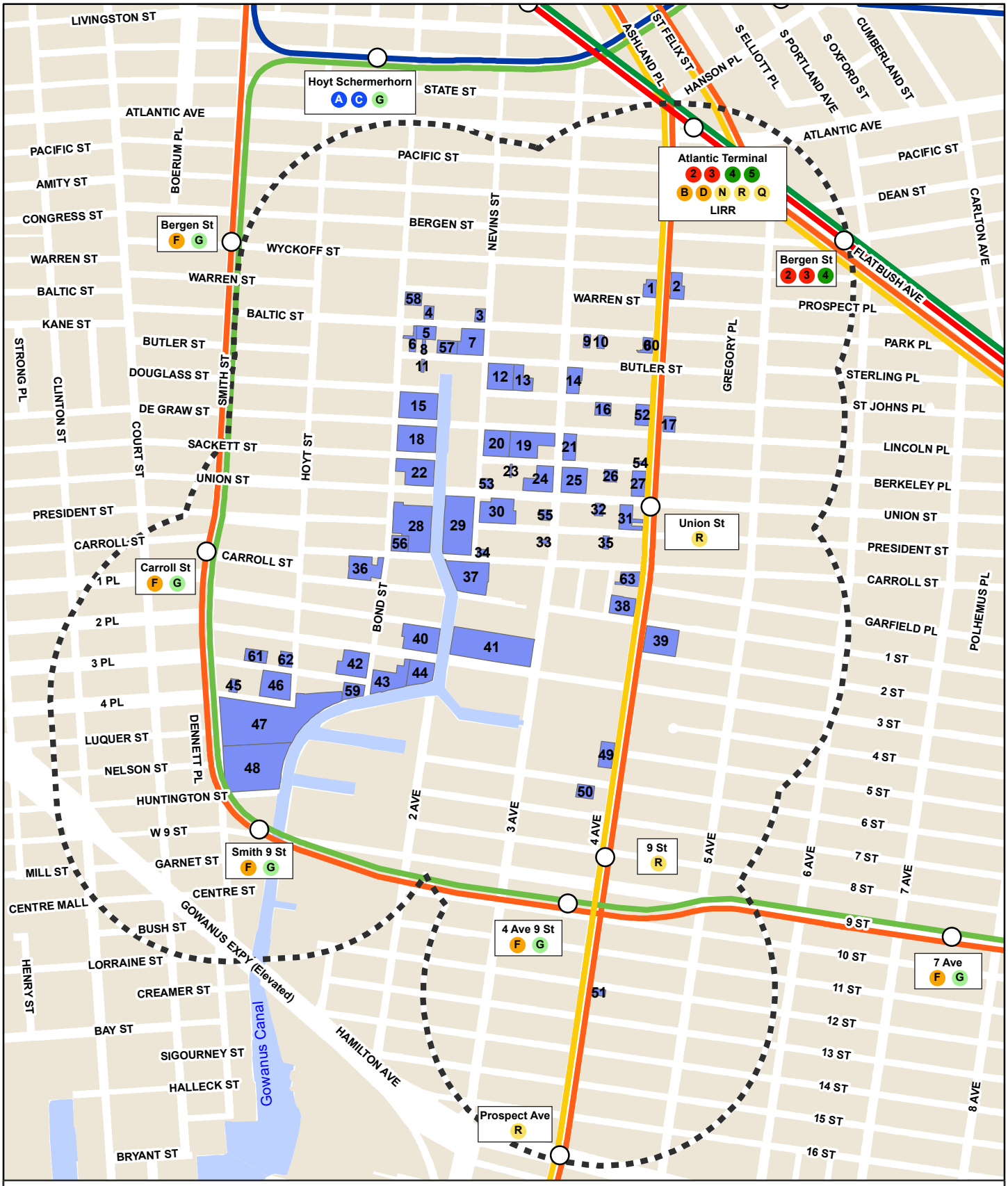


Gowanus Neighborhood Rezoning **Figure 6**

Saturday Peak Hour Project Increment Traffic Volumes



Project Area Subway Stations



Legend

Projected Development Sites

1/4-mile Radius

Feet

0 500 1,000 1,500 2,000

shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the Project Area. As shown in **Table 6**, the highest number of peak hour subway trips are expected to occur at the Carroll Street station on the Culver Line which would experience approximately 2,633 incremental trips (in + out combined) in the AM peak hour and 2,746 in the PM peak hour. The second highest number of trips would occur at the Union Street station on the Fourth Avenue Line which would experience an estimated 2,168 incremental trips in the AM peak hour and 2,530 in the PM.

Table 6

Net Incremental Peak Hour Subway Trips by Station

Subway Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
Project Summary						
Peak Hour Project-Generated Trips:	4,200	6,140	10,340	6,357	5,913	12,270
Peak Hour Project-Generated Subway Trips:	1,771	4,052	5,823	3,636	2,794	6,430
Subway Station Summary						
Atlantic Avenue-Barclays Center (2/3/4/5/B/D/N/Q/R)	32	72	104	67	49	116
Bergen Street (2/3/4)	10	24	34	26	15	41
Union Street (R)	475	1,693	2,168	1,562	968	2,530
4th Avenue-9th Street (F/G/R)	(54)	42	(12)	48	(10)	38
Bergen Street (F/G)	98	188	286	164	142	306
Carroll Street (F/G)	1,022	1,611	2,633	1,395	1,351	2,746
Smith-9th Streets (F/G)	188	422	610	374	279	653
Total	**1,771**	**4,052**	**5,823**	**3,636**	**2,794**	**6,430**

The analysis of subway station conditions focuses on a total of four subway stations at which incremental demand from the Proposed Actions is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours. As shown in **Table 6**, these subway stations include:

- Bergen Street (F/G)
- Carroll Street (F/G)
- Smith-9th Streets (F/G)
- Union Street (R)

For each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

Subway Line Haul

As discussed above, the Project Area is served by a total of eleven NYCT subway routes, including the 2, 3, 4, 5, B, D, F, G, N, Q and R. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions will be included in the EIS. The analysis will use existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

Bus Analysis

Bus Routes

As shown in **Figure 8**, a total of approximately ten local bus services are located within approximately ¼-mile of projected development sites; nine operated by NYCT and one operated by MTA Bus Company. These include both local and limited stop (LTD) service on the B41 route, and the limited stop service on the B103 operated by MTA Bus Company. These services and the principal corridors on which they operate in proximity to the Project Area are listed in **Table 7**.

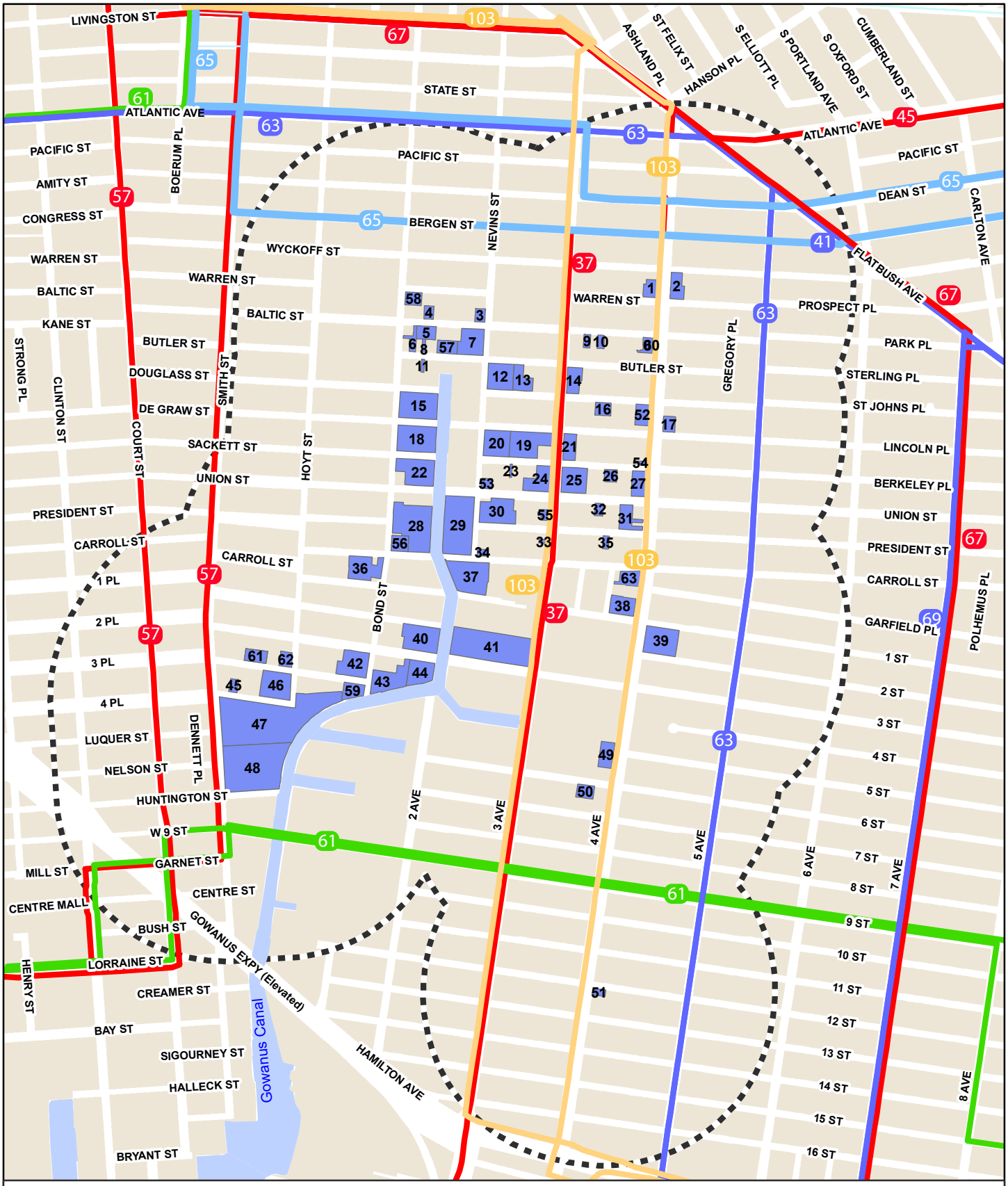
Table 7
Bus Routes Serving the Project Area

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Rezoning Area
B37	NYCT	Bay Ridge – Boerum Hill	Third Av
B41	NYCT	Kings Plaza – Downtown Brooklyn	Flatbush Av
B41 LTD	NYCT	Kings Plaza – Downtown Brooklyn	Flatbush Av
B45	NYCT	Downtown Brooklyn – Crown Heights	Atlantic Av/Flatbush Av
B57	NYCT	Red Hook – Maspeth, Queens	Smith St/Court St
B61	NYCT	Park Slope – Downtown Brooklyn	9th St
B63	NYCT	Bay Ridge – Cobble Hill	Fifth Av
B65	NYCT	Downtown Brooklyn – Crown Heights	Bergen St/Dean St
B67	NYCT	Kensington – Downtown Brooklyn	Flatbush Av/Atlantic Av
B103 LTD	MTA Bus	Canarsie – Downtown Brooklyn	Third Av/Fourth Av

Bus Assignment and Analyzed Routes

As shown in **Table 3**, projected development sites are expected to generate a net total of approximately 399 and 492 incremental trips by bus during the weekday AM and PM peak hours, respectively. These local bus trips were assigned to each route based on proximity to individual projected development sites and current ridership patterns. **Table 8** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse

Project Area Bus Routes



Legend

Projected Development Sites

1/4-mile Radius

Feet

0 500 1,000 1,500 2,000

impacts. As shown in **Table 8**, three routes are expected to experience 50 or more new trips in one or both peak hours and are therefore analyzed in the EIS – the B37 and B57 operated by NYCT and the B103 LTD operated by MTA Bus.

Table 8

Net Incremental Bus Trips by Route

Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B37	NB	13	22	35	13	41	**54**
	SB	31	10	41	31	18	49
B41	NB	0	0	0	1	0	1
	SB	0	0	0	1	0	1
B41 LTD	NB	0	0	0	1	0	1
	SB	0	0	0	1	0	1
B45	EB	0	0	0	1	0	1
	WB	0	0	0	1	0	1
B57	EB	16	34	**50**	9	74	**83**
	WB	65	9	**74**	35	18	**53**
B61	NB	11	22	33	5	43	48
	SB	43	6	49	22	11	33
B63	NB	5	7	12	8	14	22
	SB	8	5	13	12	9	21
B65	EB	7	2	9	4	5	9
	WB	5	3	8	3	8	11
B67	NB	0	0	0	1	0	1
	SB	0	0	0	0	0	0
B103 LTD	EB	13	22	35	13	41	**54**
	WB	31	9	40	30	18	48
Total		248	151	399	192	300	492

Notes:
Bold - denotes greater than 50 incremental trips per direction.

PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 3**, the Proposed Actions are expected to generate approximately 2,801 walk-only trips in the weekday AM peak hour, 5,952 in the midday peak hour, 3,831 in the PM peak hour, and 3,853 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 6,222, 3,452, 6,922 and 5,592 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to projected development sites as well as along corridors connecting these sites to area subway station entrances. In the midday and Saturday peak hours, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, a quantitative pedestrian analysis will be provided in the EIS. In consultation with the Department of City Planning (DCP), representative pedestrian elements most likely to be used by concentrations of action-generated pedestrian trips traveling to and from the projected development sites were selected for detailed analysis based on a preliminary assignment. As shown in **Figure 9**, these analysis locations include a total of 81 sidewalks, 85 corner areas and 51 crosswalks where new pedestrian demand would be most concentrated and most likely to result in significant adverse impacts.

PARKING

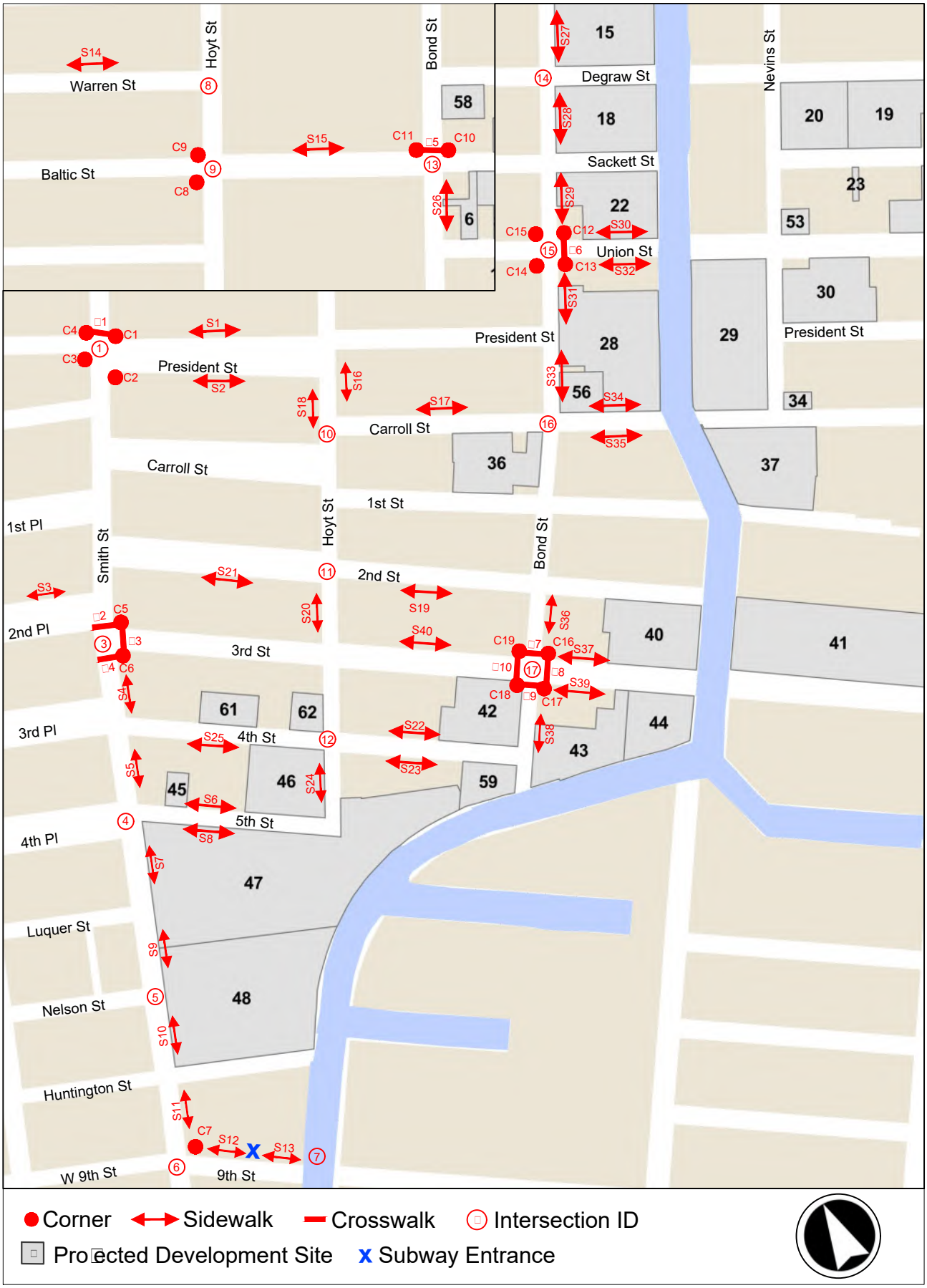
Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks during the overnight period.

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories for the weekday midday and overnight periods will be provided in the EIS to document the existing supply and demand during each period. The parking analyses will document changes in the parking supply and utilization in the Project Area and within a ¼-mile radius of projected development sites under both No Action and With Action conditions.

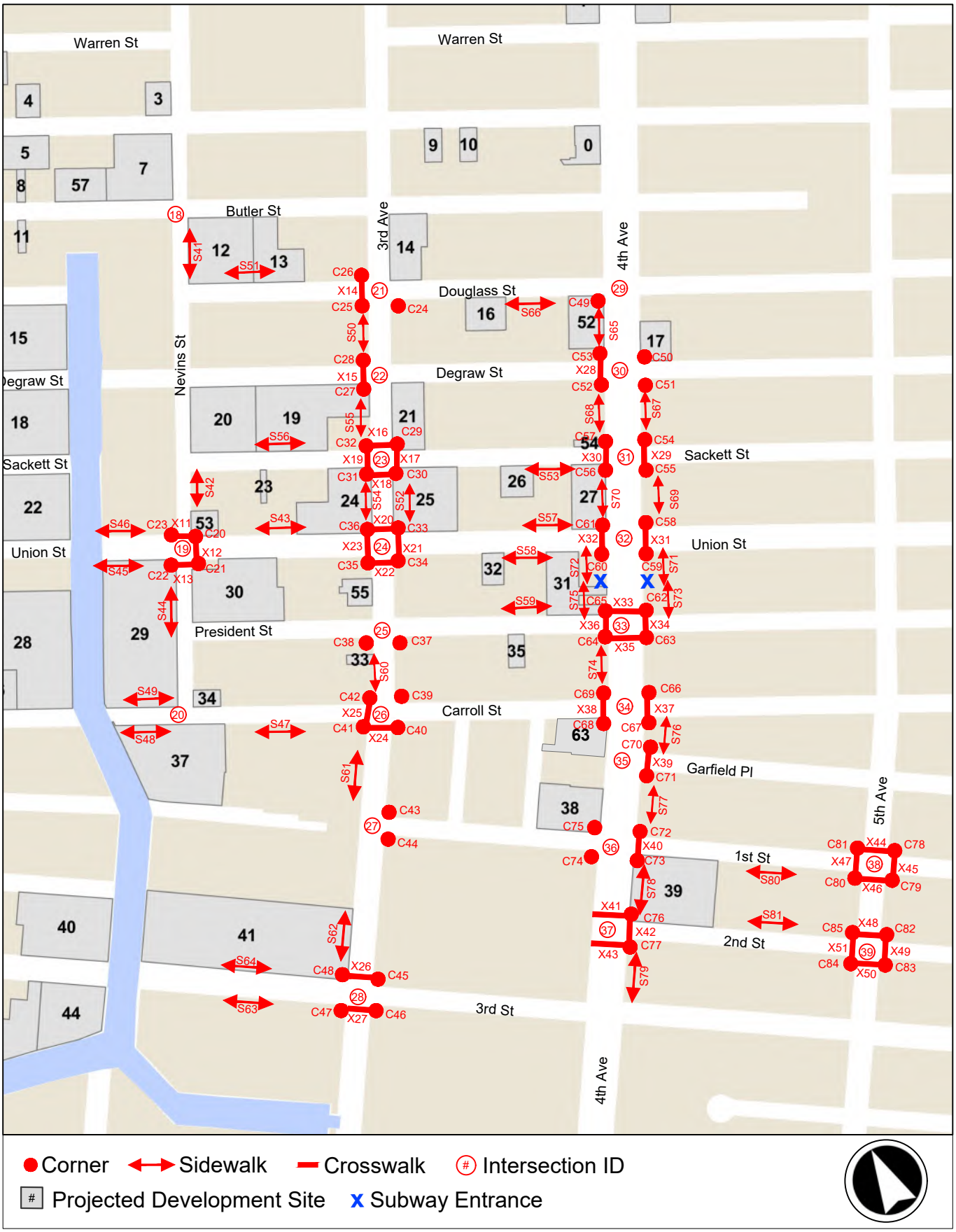
The forecast of parking demand generated by the residential component of the Proposed Actions' RWCDS will be based on 2013-2017 ACS data on average vehicles per household for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141 which encompass the Project Area. Parking demands from all other uses will be derived from the forecasts of daily auto trips from these uses. Estimates of future parking utilization will account for net reductions in demand associated with No Action land uses displaced from projected development sites under the RWCDS.

The forecast of new parking supply under the RWCDS will be based on the number of accessory parking spaces that would be provided on projected development sites in both the No Action and With Action conditions. The forecast of future supply will also account for accessory parking spaces associated with the With Action commercial uses, which have lower commercial demand in the overnight hours.

Analyzed Pedestrian Elements



Analyzed Pedestrian Elements



APPENDIX A

REFERENCE MATERIAL

(1) 2009 National Household Travel Study (Table 16)

(2) 2000 Regional Travel Household Interview Survey (pages 20-21)



SUMMARY OF TRAVEL TRENDS

2009 National Household Travel Survey

U.S. Department of Transportation
Federal Highway Administration

The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
All Purposes	**1.9**	**1.75**	**1.64**	**1.59**	**1.63**	**1.67**	**0.03**

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- "Other Family/Personal Errands" includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.



RT-HIS
Regional Travel - Household Interview Survey

EXECUTIVE SUMMARY
GENERAL FINAL REPORT

Prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA)

prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.
in association with
Cambridge Systematics, Inc.
NuStats International

February 2000

EXECUTIVE SUMMARY:
GENERAL FINAL REPORT
for the
RT-HIS: REGIONAL TRAVEL - HOUSEHOLD INTERVIEW SURVEY

Prepared for the
New York Metropolitan Transportation Council
and the
North Jersey Transportation Planning Authority, Inc.

February 2000

NYMTC Transportation Models and Data Initiative: Task 12.6
NJTPA Regional Household Interview Survey: NJTPA Component

PRIME CONSULTANT: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
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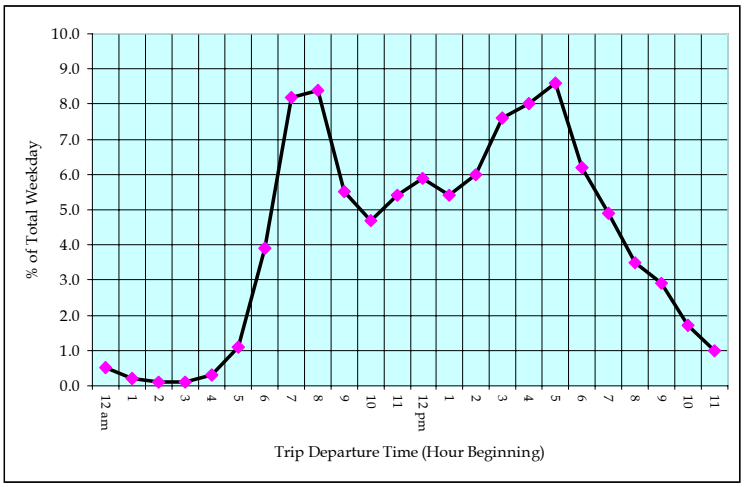
TASK SUPPORT: NUSTATS INTERNATIONAL
3006 Bee Caves Road, Suite A-300
Austin, TX 78746

This study is funded by a matching grant from the Federal Highway Administration, under NYSDOT PIN PT 1923.895, FHWA Grant PL100T (03) and NJDOT Agreement 93-TC-NJI-CO48, FHWA Agreement PL 0850011025, and Federal Transit Administration Grant PL NJ80X01000.

Focus on Auto Trips

- The two peak travel times for auto trips made by area residents peak in the morning between 8 and 9 am, and in the afternoon between 5 and 6 pm.

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

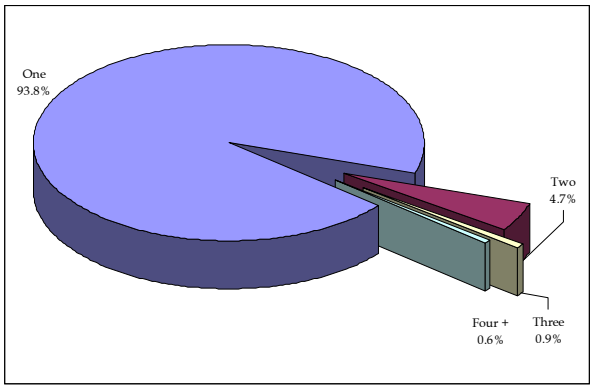


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the region are in the 1-3 mile range, about one-fifth (19.0%), in the 5-10 mile range, and one-tenth (9.6%) between 3 and 5 miles in length.
- New York City accounts for about 15% (4.0% Manhattan; 11.1% other NYC) of regional Vehicle Miles of Travel (VMT) by accounted for by area residents' automobiles.
- Trips from Long Island account for about 18% of VMT.
- The three counties of Middlesex, Morris, and Somerset in New Jersey represent about 13% of the total of auto VMT in the region.
- About 21% is associated with relatively long trips – 30 to 60 miles in length.
- Vehicle occupancy rates are reasonably uniform across the region, with most counties fairly close to the regional average of 1.40 persons per car for weekday travel.
- Vehicle occupancy rates are lower than average for trips in the longer trips in the 10 to 60 mile range (1.29 to 1.23). They are highest (1.52) for the very shortest trips under a mile and for the longest trips over 60 miles in length.
- For work travel, vehicle occupancy across the region is close to the average of 1.10.

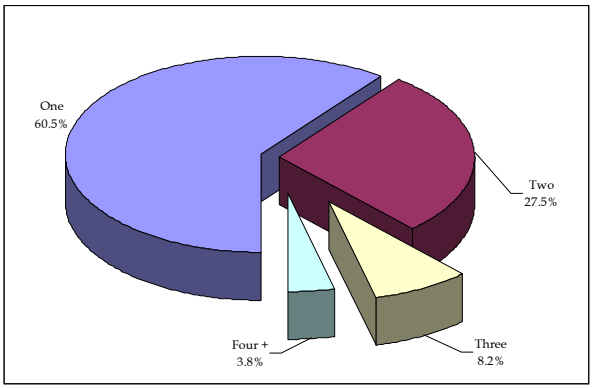
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing "HOV" auto trips with 3 or more occupants.
- Single Occupant Vehicle (SOV) auto trip shares generally increase with trip distance, and are the highest for work travel in the region at 93.7%.

Distribution of Auto Trips – by Number of Occupants

Work Trips



Other (non-Work) Trips



APPENDIX B

DETAILED TRIP GENERATION TABLES

FOR PROJECTED DEVELOPMENT SITES

Site 1

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,339 gsf		0 gsf		47 DU		0 gsf		5,750 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-4,545 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	6		0		38		0		32		0		0		0		0		0		-50		0		0		0		0		0		26	
Midday	40		0		20		0		102		0		0		0		0		0		-58		0		0		0		0		0		104	
PM	22		0		42		0		88		0		0		0		0		0		-40		0		0		0		0		0		112	
Saturday	24		0		36		0		86		0		0		0		0		0		-30		0		0		0		0		0		116	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-7	-5	0	0	0	0	0	0	0	0	0	0	-1	3
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	0	0	7	22	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-18	-11	0	0	0	0	0	0	0	0	0	0	-9	13
Bus	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	-1	1
Walk/Other	3	3	0	0	1	3	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	9	12
Total	3	3	0	0	9	29	0	0	16	16	0	0	0	0	0	0	0	0	0	0	-31	-19	0	0	0	0	0	0	0	0	0	0	-3	29
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	15	15	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	11	11
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	1	1
Subway	1	1	0	0	8	8	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-16	-17	0	0	0	0	0	0	0	0	0	0	1	0
Bus	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-2	-3	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	17	17	0	0	1	1	0	0	17	17	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	34	34
Total	20	20	0	0	10	10	0	0	51	51	0	0	0	0	0	0	0	0	0	0	-28	-30	0	0	0	0	0	0	0	0	0	0	53	51
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	18	9	0	0	0	0	0	0	0	0	0	0	-3	-6	0	0	0	0	0	0	0	0	0	0	19	6
Taxi	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	0	0	0	0	2	-1
Subway	0	0	0	0	19	12	0	0	9	4	0	0	0	0	0	0	0	0	0	0	-8	-16	0	0	0	0	0	0	0	0	0	0	20	0
Bus	0	0	0	0	1	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	0	0	0	0	9	2
Walk/Other	10	10	0	0	3	2	0	0	21	10	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	34	21
Total	11	11	0	0	26	16	0	0	60	28	0	0	0	0	0	0	0	0	0	0	-13	-27	0	0	0	0	0	0	0	0	0	0	84	28
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	13	13	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	12	12
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	12	16	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	9	13
Bus	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	12	10	0	0	2	2	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	28
Total	13	11	0	0	16	20	0	0	43	43	0	0	0	0	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	57	59
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-5	-3	0	0	0	0			0	0	0	0	-2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-7	-5	0	0	0	0			0	0	0	0	-4	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	1	1	0	0	1	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0			0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	8	4	0	0	0	0	0	0	0	0	0	0	-2	-4	0	0	0	0			0	0	0	0	10	3
Taxi	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	0	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	3	2	0	0	9	5	0	0	0	0	0	0	0	0	0	0	-4	-6	0	0	0	0			0	0	0	0	9	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0			0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0			0	0	0	0	5	5

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 2

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		0 gsf		53 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		5,159 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		0		44		0		0		0		0		0		0		0		54		0		0		0		0		0		98	
Midday	0		0		22		0		0		0		0		0		0		0		64		0		0		0		0		0		86	
PM	0		0		48		0		0		0		0		0		0		0		44		0		0		0		0		0		92	
Saturday	0		0		42		0		0		0		0		0		0		0		34		0		0		0		0		0		76	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	12	0	0	0	0	0	0	0	0	0	0	28	37
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	4
Total	0	0	0	0	10	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	20	0	0	0	0	0	0	0	0	0	0	44	54
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	8	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Subway	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19	0	0	0	0	0	0	0	0	0	0	27	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	33	0	0	0	0	0	0	0	0	0	0	42	44
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	7	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	0	0	23	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16	0	0	0	0	0	0	0	0	0	0	32	30
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	30	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	29	0	0	0	0	0	0	0	0	0	0	45	47
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	15	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	25	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Total	0	0	0	0	19	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	36	40
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0			0	0	0	0	6	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0			0	0	0	0	8	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0			0	0	0	0	8	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0			0	0	0	0	6	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	0	0	0	0			0	0	0	0	8	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	6	6

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 3

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	6,900 gsf		1,725 gsf		23 DU		0 gsf		0 gsf		0 gsf		0 gsf		1,725 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	14		4		20		0		0		0		0		4		0		0		0		0		0		0		0		0		42	
Midday	82		6		10		0		0		0		0		6		0		0		0		0		0		0		0		0		104	
PM	42		4		20		0		0		0		0		4		0		0		0		0		0		0		0		0		70	
Saturday	50		2		18		0		0		0		0		2		0		0		0		0		0		0		0		0		72	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	0	4	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	6	6	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
Total	7	7	4	0	6	14	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	34	34	2	4	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	42
Total	41	41	2	4	5	5	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	53
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	2	10	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	18	18	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21
Total	21	21	0	4	12	8	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	37
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	1	0	7	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	8
Bus	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	23	19	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	20
Total	28	22	2	0	9	9	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	31
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 4

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,450 gsf		0 gsf		24 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		3,450 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	6		0		20		0		0		0		0		0		0		0		42		0		0		0		0		0		68	
Midday	40		0		10		0		0		0		0		0		0		0		48		0		0		0		0		0		98	
PM	22		0		22		0		0		0		0		0		0		0		34		0		0		0		0		0		78	
Saturday	26		0		18		0		0		0		0		0		0		0		24		0		0		0		0		0		68	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	7	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	9	0	0	0	0	0	0	0	0	0	0	20	19
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	3	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	3	3	0	0	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	15	0	0	0	0	0	0	0	0	0	0	36	32
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	8	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Subway	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	16	0	0	0	0	0	0	0	0	0	0	17	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	17	17	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18	19
Total	20	20	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27	0	0	0	0	0	0	0	0	0	0	46	52
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	5	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	14	0	0	0	0	0	0	0	0	0	0	18	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	10	10	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11
Total	11	11	0	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	22	0	0	0	0	0	0	0	0	0	0	37	41
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	14	14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	13	10	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	11
Total	15	11	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	36	32
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0			0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0			0	0	0	0	7	7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0			0	0	0	0	5	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0			0	0	0	0	7	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0			0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0			0	0	0	0	6	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0			0	0	0	0	6	6

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 5

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	5,175 gsf		0 gsf		50 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-5,576 gsf		0 gsf		5,175 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	10		0		40		0		0		0		0		0		-12		0		54		0		0		0		0		0		0		92	
Midday	60		0		20		0		0		0		0		0		-10		0		64		0		0		0		0		0		0		134	
PM	32		0		44		0		0		0		0		0		-12		0		44		0		0		0		0		0		0		108	
Saturday	38		0		38		0		0		0		0		0		-2		0		34		0		0		0		0		0		0		108	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	7	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	7	23	0	0	0	0	0	0	0	0	0	0	-5	-1	0	0	20	12	0	0	0	0	0	0	0	0	0	0	0	0	22	34
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	4	4	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8
Total	5	5	0	0	9	31	0	0	0	0	0	0	0	0	0	0	-11	-1	0	0	34	20	0	0	0	0	0	0	0	0	0	0	0	0	37	55
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	1	1	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19	0	0	0	0	0	0	0	0	0	0	0	0	27	28
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	25	25	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	22	22
Total	30	30	0	0	10	10	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	31	33	0	0	0	0	0	0	0	0	0	0	0	0	66	68
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	9	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	0	0	20	13	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	9	16	0	0	0	0	0	0	0	0	0	0	0	0	28	25
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	14	14	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	15
Total	16	16	0	0	27	17	0	0	0	0	0	0	0	0	0	0	-1	-11	0	0	15	29	0	0	0	0	0	0	0	0	0	0	0	0	57	51
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	7	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	1	1	0	0	13	17	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	23	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	18	14	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	16
Total	21	17	0	0	17	21	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	53	55
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	5	3	0	0	0	0			0	0	0	0	0	0	4	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	7	5	0	0	0	0			0	0	0	0	0	0	6	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	0	0	8	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0			0	0	0	0	0	0	10	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	3	5	0	0	0	0			0	0	0	0	0	0	7	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	5	7	0	0	0	0			0	0	0	0	0	0	9	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	3	3	0	0	0	0			0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	5	5	0	0	0	0			0	0	0	0	0	0	6	7

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 6

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		0 gsf		23 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-3,900 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		0		20		0		0		0		0		0		-8		0		0		0		0		0		0		0		12	
Midday	0		0		10		0		0		0		0		0		-6		0		0		0		0		0		0		0		4	
PM	0		0		20		0		0		0		0		0		-8		0		0		0		0		0		0		0		12	
Saturday	0		0		18		0		0		0		0		0		-2		0		0		0		0		0		0		0		16	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	6	14	0	0	0	0	0	0	0	0	0	0	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	12	8	0	0	0	0	0	0	0	0	0	0	0	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 7

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-12,157 gsf		2,286 gsf		85 DU		0 gsf		0 gsf		0 gsf		0 gsf		2,286 gsf		0 gsf		0 gsf		1,984 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-22		6		70		0		0		0		0		6		0		0		30		0		0		0		0		0		90	
Midday	-142		6		34		0		0		0		0		6		0		0		36		0		0		0		0		0		-60	
PM	-76		6		76		0		0		0		0		6		0		0		26		0		0		0		0		0		38	
Saturday	-88		2		66		0		0		0		0		2		0		0		14		0		0		0		0		0		-4	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	2	0	2	6	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	9	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	2	0	13	40	0	0	0	0	0	0	0	0	2	0	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	28	47
Bus	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	4	2
Walk/Other	-10	-10	1	0	2	6	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-4
Total	-11	-11	6	0	17	53	0	0	0	0	0	0	0	0	6	0	0	0	0	0	18	12	0	0	0	0	0	0	0	0	0	0	36	54
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-8	-8	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	-2	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	-2	-2	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	21	22
Bus	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-60	-60	3	3	2	2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-52	-52
Total	-71	-71	3	3	17	17	0	0	0	0	0	0	0	0	3	3	0	0	0	0	17	19	0	0	0	0	0	0	0	0	0	0	-31	-29
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	0	2	5	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	3	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	-1	-1	0	2	34	22	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	38	35
Bus	-1	-1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	4
Walk/Other	-32	-32	0	1	6	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-26	-26
Total	-38	-38	0	6	46	30	0	0	0	0	0	0	0	0	0	6	0	0	0	0	9	17	0	0	0	0	0	0	0	0	0	0	17	21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-4	1	0	3	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	-1	-1	1	0	22	27	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	27	30
Bus	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-42	-33	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-38	-29
Total	-49	-39	2	0	30	36	0	0	0	0	0	0	0	0	2	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	-8	4
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	2	0	2	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	2	0	0	0	0			0	0	0	0	8	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	2	0	2	5	0	0	0	0	0	0	0	0	2	0	0	0	0	0	5	4	0	0	0	0			0	0	0	0	10	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-4	-4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-4	-4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	0	2	4	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3	0	0	0	0			0	0	0	0	3	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-2	-2	0	2	4	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	5	0	0	0	0			0	0	0	0	5	10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-3	-2	1	0	2	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-3	-2	1	0	2	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 8

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-2,246 gsf		-2,906 gsf		6 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-4		-6		6		0		0		0		0		0		0		0		0		0		0		0		0		0		-4	
Midday	-26		-8		2		0		0		0		0		0		0		0		0		0		0		0		0		0		-32	
PM	-14		-8		6		0		0		0		0		0		0		0		0		0		0		0		0		0		-16	
Saturday	-16		-2		6		0		0		0		0		0		0		0		0		0		0		0		0		0		-12	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	4
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	-2	-2	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-1
Total	-2	-2	-6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-12	-12	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-16
Total	-13	-13	-4	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-16
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	-3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-1
Bus	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	-6	-6	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-8
Total	-7	-7	0	-8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-13
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-1	-1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-8	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6
Total	-9	-7	-1	-1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-5
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 9

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-5,098 gsf		0 gsf		23 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-10		0		20		0		0		0		0		0		0		0		0		0		0		0		0		0		10	
Midday	-60		0		10		0		0		0		0		0		0		0		0		0		0		0		0		0		-50	
PM	-32		0		20		0		0		0		0		0		0		0		0		0		0		0		0		0		-12	
Saturday	-38		0		18		0		0		0		0		0		0		0		0		0		0		0		0		0		-20	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-4	-4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2
Total	-5	-5	0	0	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	-1	-1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-25	-25	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-24	-24
Total	-30	-30	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-25	-25
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-14	-14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13
Total	-16	-16	0	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	-1	-1	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-18	-14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	-13
Total	-21	-17	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-8
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 10

Land Use: / Size/Units:	Local Retail 4,968 gsf		Office -5,098 gsf		Residential 18 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	10		-12		16		0		0		0		0		0		0		0		0		0		0		0		0		0		14	
Midday	58		-14		8		0		0		0		0		0		0		0		0		0		0		0		0		0		52	
PM	32		-14		16		0		0		0		0		0		0		0		0		0		0		0		0		0		34	
Saturday	36		-4		14		0		0		0		0		0		0		0		0		0		0		0		0		0		46	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	2
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	-5	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	10
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	4	4	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Total	5	5	-12	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	17
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	-1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Bus	1	1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	24	24	-5	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17
Total	29	29	-5	-9	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	24
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Subway	0	0	0	-4	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1
Bus	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Walk/Other	14	14	0	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	12
Total	16	16	0	-14	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	0	-1	-1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	17	14	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	15
Total	20	16	-3	-1	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	22
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	2
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	0
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-3	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	-1
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	-1
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-1	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 11

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-2,246 gsf		0 gsf		6 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-2,906 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-4		0		6		0		0		0		0		0		0		0		-38		0		0		0		0		0		-36	
Midday	-26		0		2		0		0		0		0		0		0		0		-44		0		0		0		0		0		-68	
PM	-14		0		6		0		0		0		0		0		0		0		-30		0		0		0		0		0		-38	
Saturday	-16		0		6		0		0		0		0		0		0		0		-20		0		0		0		0		0		-30	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-3	0	0	0	0	0	0	0	0	0	0	-6	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-9	0	0	0	0	0	0	0	0	0	0	-14	-5
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	-2	-1
Walk/Other	-2	-2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1
Total	-2	-2	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-24	-14	0	0	0	0	0	0	0	0	0	0	-25	-11
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-6	0	0	0	0	0	0	0	0	0	0	-6	-7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-15	0	0	0	0	0	0	0	0	0	0	-11	-14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	-2
Walk/Other	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-12
Total	-13	-13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	-24	0	0	0	0	0	0	0	0	0	0	-32	-36
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-5	0	0	0	0	0	0	0	0	0	0	-4	-6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-11	0	0	0	0	0	0	0	0	0	0	-3	-8
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	0	0	0	0	-1	-2
Walk/Other	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6
Total	-7	-7	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-19	0	0	0	0	0	0	0	0	0	0	-15	-23
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	-3	-3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-8	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6
Total	-9	-7	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	-16	-14
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2	0	0	0	0			0	0	0	0	-4	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-4	0	0	0	0			0	0	0	0	-6	-4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4	0	0	0	0			0	0	0	0	-4	-5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-6	0	0	0	0			0	0	0	0	-6	-7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-3	0	0	0	0			0	0	0	0	-3	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-5	0	0	0	0			0	0	0	0	-5	-6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0			0	0	0	0	-4	-4

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 12

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	20,700 gsf		-2,525 gsf		226 DU		-12,000 gsf		0 gsf		9,200 gsf		0 gsf		7,475 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	38		-6		182		-28		0		82		0		16		0		0		0		0		0		0		0		0		0		284	
Midday	242		-8		92		-84		0		98		0		20		0		0		0		0		0		0		0		0		0		360	
PM	128		-6		202		-84		0		162		0		20		0		0		0		0		0		0		0		0		0		422	
Saturday	150		-2		174		-122		0		192		0		6		0		0		0		0		0		0		0		0		0		398	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-2	0	5	15	-10	-6	0	0	10	7	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	18
Taxi	0	0	0	0	0	1	-1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	1	1	-2	0	33	103	-2	-2	0	0	7	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	107
Bus	0	0	-1	0	1	3	-3	-2	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	16	16	-1	0	5	16	-1	-1	0	0	28	20	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	51
Total	19	19	-6	0	44	138	-17	-11	0	0	48	34	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	180
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	13	0	0	5	5	-27	-22	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Taxi	0	0	0	0	0	0	-1	-1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	4	4	0	0	35	35	-9	-7	0	0	6	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	40
Bus	2	2	0	0	1	1	-7	-6	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	102	102	-4	-4	5	5	-2	-2	0	0	26	32	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	143
Total	121	121	-4	-4	46	46	-46	-38	0	0	44	54	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	191
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	-2	13	9	-23	-26	0	0	16	18	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	11
Taxi	0	0	0	0	0	0	-1	-1	0	0	2	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Subway	2	2	0	-2	92	59	-7	-8	0	0	11	12	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	70
Bus	1	1	0	-1	3	2	-6	-7	0	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	54	54	0	-1	15	9	-2	-3	0	0	44	50	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	113
Total	64	64	0	-6	123	79	-39	-45	0	0	76	86	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	224	198
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	7	0	0	8	10	-40	-32	0	0	14	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-1
Taxi	0	0	0	0	0	0	-3	-3	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	2	2	-1	-1	59	73	-12	-10	0	0	8	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	73
Bus	2	1	0	0	2	2	-9	-7	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	70	57	0	0	9	11	-3	-3	0	0	65	62	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	142	128
Total	83	67	-1	-1	78	96	-67	-55	0	0	98	94	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	204
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	0	4	13	-5	-3	0	0	6	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	15
Taxi	0	0	0	0	0	1	-1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	1	1	-1	-1	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	-2	0	6	15	-6	-4	0	0	8	6	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	19
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	0	3	3	-14	-11	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
Taxi	0	0	0	0	0	0	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	7	7	0	0	4	4	-16	-13	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	-2	12	8	-12	-13	0	0	10	11	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	12
Taxi	0	0	0	0	0	0	-1	-1	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi (Balanced)	0	0	0	0	0	0	-2	-2	0	0	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	-2	12	8	-14	-15	0	0	13	14	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	14
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	0	0	5	6	-15	-12	0	0	7	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
Taxi	0	0	0	0	0	0	-1	-1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	-2	-2	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	4	0	0	5	6	-17	-14	0	0	13	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 13

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-2,540 gsf		2,990 gsf		105 DU		0 gsf		0 gsf		0 gsf		0 gsf		2,990 gsf		0 gsf		-13,050 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-6		6		86		0		0		0		0		6		0		-18		0		0		0		0		0		0		74	
Midday	-30		8		42		0		0		0		0		8		0		-16		0		0		0		0		0		0		12	
PM	-16		8		94		0		0		0		0		8		0		-20		0		0		0		0		0		0		74	
Saturday	-18		2		82		0		0		0		0		2		0		-6		0		0		0		0		0		0		62	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	0	2	7	0	0	0	0	0	0	0	0	2	0	0	0	-6	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	0	16	50	0	0	0	0	0	0	0	0	2	0	0	0	-6	-1	0	0	0	0	0	0	0	0	0	0	0	0	14	49
Bus	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-3	-3	1	0	2	8	0	0	0	0	0	0	0	0	1	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	5
Total	-3	-3	6	0	20	66	0	0	0	0	0	0	0	0	6	0	0	0	-16	-2	0	0	0	0	0	0	0	0	0	0	0	0	13	61
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	14	14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-13	-13	4	4	2	2	0	0	0	0	0	0	0	0	4	4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Total	-15	-15	4	4	21	21	0	0	0	0	0	0	0	0	4	4	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	3	6	4	0	0	0	0	0	0	0	0	0	3	0	0	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	2	44	27	0	0	0	0	0	0	0	0	0	2	0	0	-1	-7	0	0	0	0	0	0	0	0	0	0	0	0	43	24
Bus	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-7	-7	0	2	7	4	0	0	0	0	0	0	0	0	0	2	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Total	-8	-8	0	8	58	36	0	0	0	0	0	0	0	0	0	8	0	0	-2	-18	0	0	0	0	0	0	0	0	0	0	0	0	48	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	1	0	4	5	0	0	0	0	0	0	0	0	1	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	0	28	34	0	0	0	0	0	0	0	0	1	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	29	33
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-8	-8	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-5	-4
Total	-9	-9	2	0	37	45	0	0	0	0	0	0	0	0	2	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	29	33
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	0	2	6	0	0	0	0	0	0	0	0	2	0	0	0	-5	-1	0	0	0	0	0	0	0	0			0	0	0	0	1	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	0	0	2	0	2	6	0	0	0	0	0	0	0	0	2	0	0	0	-6	-2	0	0	0	0	0	0	0	0			0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	2	5	4	0	0	0	0	0	0	0	0	0	2	0	0	-1	-5	0	0	0	0	0	0	0	0			0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	0	2	5	4	0	0	0	0	0	0	0	0	0	2	0	0	-1	-5	0	0	0	0	0	0	0	0			0	0	0	0	3	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	1	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	3	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	1	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	3	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 14

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	8,740 gsf		2,185 gsf		49 DU		0 gsf		0 gsf		0 gsf		0 gsf		2,185 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	16		6		40		0		0		0		0		6		0		0		0		0		0		0		0		0		68	
Midday	102		6		20		0		0		0		0		6		0		0		0		0		0		0		0		0		134	
PM	54		6		44		0		0		0		0		6		0		0		0		0		0		0		0		0		110	
Saturday	64		2		38		0		0		0		0		2		0		0		0		0		0		0		0		0		106	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	0	7	23	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	23
Bus	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	7	7	1	0	1	4	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11
Total	8	8	6	0	9	31	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	39
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	42	42	3	3	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	49
Total	51	51	3	3	10	10	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	67
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	2	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	2	20	13	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	18
Bus	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	22	22	0	1	3	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	26
Total	27	27	0	6	27	17	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	56
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	1	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	1	0	13	17	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	18
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	29	24	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	26
Total	35	29	2	0	17	21	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	50
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	2	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	2	0	1	3	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	2	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	2	3	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	3

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 15

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	11,043 gsf		5,866 gsf		311 DU		0 gsf		0 gsf		0 gsf		0 gsf		5,866 gsf		-25,700 gsf		-22,834 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		46,000 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	20		14		252		0		0		0		0		14		-50		-32		0		0		0		0		82		0		0		300	
Midday	130		16		126		0		0		0		0		16		-42		-26		0		0		0		0		186		0		0		406	
PM	68		16		276		0		0		0		0		16		-54		-34		0		0		0		0		104		0		0		392	
Saturday	80		4		240		0		0		0		0		4		-6		-10		0		0		0		0		108		0		0		420	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	4	0	7	21	0	0	0	0	0	0	0	0	4	0	-14	-2	-9	-1	0	0	0	0	0	0	0	0	3	2	0	0	0	0	-4	21
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1
Subway	0	0	4	0	45	143	0	0	0	0	0	0	0	0	4	0	-18	-2	-11	-2	0	0	0	0	0	0	0	0	2	1	0	0	0	0	26	140
Bus	0	0	2	0	1	4	0	0	0	0	0	0	0	0	2	0	-4	-1	-3	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	1	5
Walk/Other	9	9	3	0	7	23	0	0	0	0	0	0	0	0	3	0	-8	-1	-5	-1	0	0	0	0	0	0	0	0	42	26	0	0	0	0	51	56
Total	10	10	14	0	60	192	0	0	0	0	0	0	0	0	14	0	-44	-6	-28	-4	0	0	0	0	0	0	0	0	51	31	0	0	0	0	77	223
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	5	4	0	0	0	0	15	14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
Subway	2	2	0	1	48	48	0	0	0	0	0	0	0	0	0	1	-1	-1	-6	-6	0	0	0	0	0	0	0	0	3	3	0	0	0	0	46	48
Bus	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	-2	-2	-1	-1	0	0	0	0	0	0	0	0	6	5	0	0	0	0	5	6
Walk/Other	55	55	5	9	7	7	0	0	0	0	0	0	0	0	5	9	-18	-18	-2	-2	0	0	0	0	0	0	0	0	87	71	0	0	0	0	139	131
Total	65	65	5	11	63	63	0	0	0	0	0	0	0	0	5	11	-21	-21	-13	-13	0	0	0	0	0	0	0	0	102	84	0	0	0	0	206	200
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	4	18	12	0	0	0	0	0	0	0	0	0	4	-2	-15	-1	-10	0	0	0	0	0	0	0	0	2	4	0	0	0	0	21	3
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Subway	1	1	0	6	125	81	0	0	0	0	0	0	0	0	0	5	-3	-19	-2	-12	0	0	0	0	0	0	0	0	1	2	0	0	0	0	122	64
Bus	1	1	0	2	4	2	0	0	0	0	0	0	0	0	0	3	-1	-4	0	-3	0	0	0	0	0	0	0	0	2	4	0	0	0	0	6	5
Walk/Other	28	28	0	3	20	13	0	0	0	0	0	0	0	0	0	3	-1	-9	-1	-5	0	0	0	0	0	0	0	0	26	62	0	0	0	0	72	95
Total	34	34	0	16	168	108	0	0	0	0	0	0	0	0	0	16	-7	-47	-4	-30	0	0	0	0	0	0	0	0	31	73	0	0	0	0	222	170
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	1	0	12	14	0	0	0	0	0	0	0	0	1	0	-1	-1	-2	-2	0	0	0	0	0	0	0	0	3	3	0	0	0	0	19	18
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2
Subway	1	1	1	1	81	98	0	0	0	0	0	0	0	0	1	1	-1	-1	-2	-2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	83	100
Bus	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6	7
Walk/Other	37	30	1	0	13	16	0	0	0	0	0	0	0	0	1	0	-1	-1	-1	-1	0	0	0	0	0	0	0	0	44	46	0	0	0	0	94	90
Total	44	36	3	1	108	132	0	0	0	0	0	0	0	0	3	1	-3	-3	-5	-5	0	0	0	0	0	0	0	0	53	55	0	0	0	0	203	217
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	3	0	6	19	0	0	0	0	0	0	0	0	3	0	-12	-2	-7	-1	0	0	0	0	0	0			2	1	0	0	0	0	-4	18
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			1	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	0	0	0			1	1	0	0	0	0	0	0
Total	1	1	4	1	8	21	0	0	0	0	0	0	0	0	4	1	-13	-3	-8	-2	0	0	0	0	0	0			4	3	0	0	0	0	0	22
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0			3	2	0	0	0	0	8	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			2	2	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	0	0	0	0			1	1	0	0	0	0	0	0
Total	4	4	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-1	-1	-4	-4	0	0	0	0	0	0			6	5	0	0	0	0	10	9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	3	16	11	0	0	0	0	0	0	0	0	0	3	-2	-13	-1	-8	0	0	0	0	0	0			1	2	0	0	0	0	16	0
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	1	0	0	0	0	1	3
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	1	4	17	12	0	0	0	0	0	0	0	0	1	4	-2	-13	-1	-8	0	0	0	0	0	0			2	3	0	0	0	0	20	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	0	8	9	0	0	0	0	0	0	0	0	1	0	-1	-1	-2	-2	0	0	0	0	0	0			2	2	0	0	0	0	12	10
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			2	2	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	3	2	1	0	9	10	0	0	0	0	0	0	0	0	1	0	-1	-1	-2	-2	0	0	0	0	0	0			4	4	0	0	0	0	15	13

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 16

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	11,311 gsf		25,925 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		14,139 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	22		56		0		0		0		0		0		0		0		0		120		0		0		0		0		0		198	
Midday	132		70		0		0		0		0		0		0		0		0		142		0		0		0		0		0		344	
PM	70		66		0		0		0		0		0		0		0		0		98		0		0		0		0		0		234	
Saturday	82		18		0		0		0		0		0		0		0		0		94		0		0		0		0		0		194	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	11	0	0	0	0	0	0	0	0	0	0	34	13
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	7	3
Subway	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	27	0	0	0	0	0	0	0	0	0	0	61	28
Bus	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	0	0	0	0	14	4
Walk/Other	10	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	22	12
Total	11	11	53	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	46	0	0	0	0	0	0	0	0	0	0	138	60
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	18	0	0	0	0	0	0	0	0	0	0	24	26
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	4	5
Subway	2	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	44	0	0	0	0	0	0	0	0	0	0	43	49
Bus	1	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	9	11
Walk/Other	56	56	23	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	80	93
Total	66	66	28	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	76	0	0	0	0	0	0	0	0	0	0	160	184
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15	0	0	0	0	0	0	0	0	0	0	13	37
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	2	7
Subway	1	1	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	38	0	0	0	0	0	0	0	0	0	0	22	59
Bus	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	4	15
Walk/Other	29	29	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31	44
Total	35	35	3	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	64	0	0	0	0	0	0	0	0	0	0	72	162
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	0	0	0	0	19	18
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4	3
Subway	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	28	0	0	0	0	0	0	0	0	0	0	32	31
Bus	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	6	6
Walk/Other	38	31	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	41	34
Total	45	37	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	48	0	0	0	0	0	0	0	0	0	0	102	92
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	7	0	0	0	0			0	0	0	0	25	9
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0			0	0	0	0	5	2
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	12	0	0	0	0			0	0	0	0	32	16
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0			0	0	0	0	16	17
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0			0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	18	0	0	0	0			0	0	0	0	22	23
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0			0	0	0	0	8	26
Taxi	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0			0	0	0	0	1	5
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0			0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	14	0	0	0	0			0	0	0	0	14	32
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0			0	0	0	0	12	12
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	3	2
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0			0	0	0	0	17	17

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 17

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		0 gsf		26 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		2,479 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		0		22		0		0		0		0		0		0		0		34		0		0		0		0		0		56	
Midday	0		0		10		0		0		0		0		0		0		0		40		0		0		0		0		0		50	
PM	0		0		24		0		0		0		0		0		0		0		28		0		0		0		0		0		52	
Saturday	0		0		20		0		0		0		0		0		0		0		16		0		0		0		0		0		36	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	6	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8	0	0	0	0	0	0	0	0	0	0	17	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	0	6	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	13	0	0	0	0	0	0	0	0	0	0	27	29
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13	0	0	0	0	0	0	0	0	0	0	14	16
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21	0	0	0	0	0	0	0	0	0	0	24	26
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11	0	0	0	0	0	0	0	0	0	0	17	18
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	18	0	0	0	0	0	0	0	0	0	0	25	27
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	12	14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	17	19
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0			0	0	0	0	6	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0			0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0			0	0	0	0	5	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 18

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	17,250 gsf		8,625 gsf		296 DU		0 gsf		0 gsf		0 gsf		0 gsf		8,625 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																				
AM	32		20		240		0		0		0		0		20		0		0		0		0		0		0		0		0		0		312	
Midday	202		24		120		0		0		0		0		24		0		0		0		0		0		0		0		0		0		370	
PM	106		22		264		0		0		0		0		22		0		0		0		0		0		0		0		0		0		414	
Saturday	124		6		228		0		0		0		0		6		0		0		0		0		0		0		0		0		0		364	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	6	0	6	20	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	7	0	43	136	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	136
Bus	0	0	2	0	1	4	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	14	14	4	0	7	22	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	36
Total	16	16	20	0	57	183	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	200
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	1	1	46	46	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	51
Bus	2	2	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	85	85	8	12	7	7	0	0	0	0	0	0	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	116
Total	101	101	10	14	60	60	0	0	0	0	0	0	0	0	10	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	189
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	6	17	11	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	29
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	2	2	0	7	121	78	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	94
Bus	1	1	0	3	3	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9
Walk/Other	44	44	0	5	19	12	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	66
Total	53	53	0	22	161	103	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	200
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	6	1	1	11	14	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	22
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	2	2	1	1	77	93	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	97
Bus	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	57	47	1	1	12	15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	64
Total	68	56	3	3	102	126	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	188
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	5	0	5	18	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	19
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	6	1	7	20	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	23
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	6	6	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	5	15	10	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	23
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	1	6	16	11	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	1	1	7	9	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	3	1	1	8	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	15

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 19

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	32,232 gsf		7,058 gsf		270 DU		0 gsf		0 gsf		0 gsf		-6,000 gsf		8,058 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																				
AM	60		16		218		0		0		0		-16		18		0		0		0		0		0		0		0		0		0		296	
Midday	378		20		110		0		0		0		-14		22		0		0		0		0		0		0		0		0		0		516	
PM	198		18		240		0		0		0		-18		20		0		0		0		0		0		0		0		0		0		458	
Saturday	232		6		208		0		0		0		-12		6		0		0		0		0		0		0		0		0		0		440	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	4	0	6	18	0	0	0	0	0	0	-9	-5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	1	1	6	0	39	124	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	125
Bus	1	1	2	0	1	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Walk/Other	25	25	3	0	6	20	0	0	0	0	0	0	-1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	45
Total	30	30	16	0	52	166	0	0	0	0	0	0	-11	-5	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	191
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	21	21	0	0	6	6	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	6	6	1	1	41	41	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	49
Bus	4	4	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Walk/Other	158	158	6	10	7	7	0	0	0	0	0	0	-1	-1	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	177	185
Total	189	189	8	12	55	55	0	0	0	0	0	0	-7	-7	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254	262
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	6	16	10	0	0	0	0	0	0	-8	-8	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	24
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	3	3	0	5	110	70	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	85
Bus	2	2	0	2	3	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9
Walk/Other	83	83	0	4	17	11	0	0	0	0	0	0	-1	-1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	101
Total	99	99	0	18	147	93	0	0	0	0	0	0	-9	-9	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237	221
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	14	11	1	1	10	12	0	0	0	0	0	0	-6	-6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	19
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	4	3	1	1	70	87	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	92
Bus	3	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Walk/Other	107	88	1	1	11	14	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	104
Total	128	104	3	3	93	115	0	0	0	0	0	0	-6	-6	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	221	219
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	3	0	5	16	0	0	0	0	0	0	-7	-4	4	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	7	14
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	-1	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	2	2	4	1	7	18	0	0	0	0	0	0	-8	-5	5	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	10	17
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	4	4	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Total	12	12	0	0	5	5	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	12	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	5	14	9	0	0	0	0	0	0	-6	-6	0	4	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	14	18
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	6	6	1	6	15	10	0	0	0	0	0	0	-6	-6	1	5	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	17	21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	7	6	1	1	6	8	0	0	0	0	0	0	-5	-5	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	10	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	7	6	1	1	6	8	0	0	0	0	0	0	-5	-5	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	10	11

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 20

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	6,900 gsf		6,900 gsf		226 DU		0 gsf		6,900 gsf		0 gsf		0 gsf		6,900 gsf		0 gsf		0 gsf		-20,525 gsf		0 students 0 gsf		0 staff		0 parents		-20,525 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	14		16		182		0		38		0		0		16		0		0		-166		0		0		0		-38		0		0		62	
Midday	82		20		92		0		122		0		0		20		0		0		-196		0		0		0		-84		0		0		56	
PM	42		18		202		0		106		0		0		18		0		0		-136		0		0		0		-46		0		0		204	
Saturday	50		6		174		0		104		0		0		6		0		0		-136		0		0		0		-48		0		0		156	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	4	0	5	15	0	0	6	6	0	0	0	0	4	0	0	0	0	0	-25	-15	0	0	0	0	0	0	-1	-1	0	0	0	0	-6	6
Taxi	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	-6	-4	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2
Subway	0	0	6	0	33	103	0	0	3	3	0	0	0	0	5	0	0	0	0	0	-61	-37	0	0	0	0	0	0	-1	0	0	0	0	0	-15	69
Bus	0	0	2	0	1	3	0	0	3	3	0	0	0	0	3	0	0	0	0	0	-9	-6	0	0	0	0	0	0	-1	-1	0	0	0	0	-1	-1
Walk/Other	6	6	3	0	5	16	0	0	6	6	0	0	0	0	3	0	0	0	0	0	-2	-1	0	0	0	0	0	0	-20	-13	0	0	0	0	1	14
Total	7	7	16	0	44	138	0	0	19	19	0	0	0	0	16	0	0	0	0	0	-103	-63	0	0	0	0	0	0	-23	-15	0	0	0	0	-24	86
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	5	5	0	0	18	18	0	0	0	0	0	0	0	0	0	0	-22	-25	0	0	0	0	0	0	-2	-2	0	0	0	0	4	1
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Subway	1	1	1	1	35	35	0	0	9	9	0	0	0	0	1	1	0	0	0	0	-54	-62	0	0	0	0	0	0	-1	-1	0	0	0	0	-8	-16
Bus	1	1	1	1	1	1	0	0	9	9	0	0	0	0	1	1	0	0	0	0	-8	-9	0	0	0	0	0	0	-3	-2	0	0	0	0	2	2
Walk/Other	34	34	6	10	5	5	0	0	22	22	0	0	0	0	6	10	0	0	0	0	-2	-2	0	0	0	0	0	0	-40	-33	0	0	0	0	31	46
Total	41	41	8	12	46	46	0	0	61	61	0	0	0	0	8	12	0	0	0	0	-92	-104	0	0	0	0	0	0	-46	-38	0	0	0	0	26	30
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	6	13	9	0	0	21	10	0	0	0	0	0	5	0	0	0	0	-11	-21	0	0	0	0	0	0	-1	-2	0	0	0	0	24	9
Taxi	0	0	0	1	0	0	0	0	4	2	0	0	0	0	0	1	0	0	0	0	-3	-5	0	0	0	0	0	0	0	0	0	0	0	0	1	-1
Subway	1	1	0	5	92	59	0	0	11	5	0	0	0	0	0	5	0	0	0	0	-28	-53	0	0	0	0	0	0	0	-1	0	0	0	0	76	21
Bus	0	0	0	2	3	2	0	0	11	5	0	0	0	0	0	3	0	0	0	0	-4	-8	0	0	0	0	0	0	-1	-2	0	0	0	0	9	2
Walk/Other	18	18	0	4	15	9	0	0	25	12	0	0	0	0	0	4	0	0	0	0	-1	-2	0	0	0	0	0	0	-11	-28	0	0	0	0	46	17
Total	21	21	0	18	123	79	0	0	72	34	0	0	0	0	0	18	0	0	0	0	-47	-89	0	0	0	0	0	0	-13	-33	0	0	0	0	156	48
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	1	8	10	0	0	16	16	0	0	0	0	1	1	0	0	0	0	-16	-17	0	0	0	0	0	0	-1	-1	0	0	0	0	12	12
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	1	1	59	73	0	0	8	8	0	0	0	0	1	1	0	0	0	0	-39	-42	0	0	0	0	0	0	-1	-1	0	0	0	0	30	41
Bus	1	0	0	0	2	2	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	-1	-1	0	0	0	0	4	3
Walk/Other	23	19	1	1	9	11	0	0	17	17	0	0	0	0	1	1	0	0	0	0	-1	-1	0	0	0	0	0	0	-20	-22	0	0	0	0	30	26
Total	28	22	3	3	78	96	0	0	52	52	0	0	0	0	3	3	0	0	0	0	-66	-70	0	0	0	0	0	0	-23	-25	0	0	0	0	75	81
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	3	0	4	13	0	0	3	3	0	0	0	0	3	0	0	0	0	0	-17	-10	0	0	0	0			-1	-1	0	0	0	0	-4	6
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	-4	-3	0	0	0	0			0	0	0	0	0	0	-2	-2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	-7	-7	0	0	0	0			0	0	0	0	0	0	-4	-4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	1	1	4	1	6	15	0	0	3	3	0	0	0	0	4	1	0	0	0	0	-24	-17	0	0	0	0			-1	-1	0	0	0	0	-7	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	3	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-15	-17	0	0	0	0			-1	-1	0	0	0	0	-2	-4
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0			0	0	0	0	0	0	-3	-3
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0			0	0	0	0	0	0	-6	-6
Truck	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Total	3	3	0	0	4	4	0	0	11	11	0	0	0	0	0	0	0	0	0	0	-23	-25	0	0	0	0			-1	-1	0	0	0	0	-6	-8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	5	12	8	0	0	10	5	0	0	0	0	0	4	0	0	0	0	-7	-14	0	0	0	0			-1	-1	0	0	0	0	15	8
Taxi	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	-2	-3	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	3	3	0	0	0	0	1	1	0	0	0	0	-5	-5	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	1	6	12	8	0	0	13	8	0	0	0	0	1	5	0	0	0	0	-12	-19	0	0	0	0			-1	-1	0	0	0	0	15	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	1	1	1	5	6	0	0	7	7	0	0	0	0	1	1	0	0	0	0	-11	-11	0	0	0	0			-1	-1	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0			0	0	0	0	0	0	-2	-2
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0			0	0	0	0	0	0	-4	-4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	1	1	1	5	6	0	0	9	9	0	0	0	0	1	1	0	0	0	0	-17	-17	0	0	0	0			-1	-1	0	0	0	0	0	0

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 21

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	9,066 gsf		-12,536 gsf		110 DU		0 gsf		0 gsf		0 gsf		0 gsf		4,500 gsf		-10,114 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	18		-28		90		0		0		0		0		10		-20		0		0		0		0		0		0		0		0		70	
Midday	106		-34		44		0		0		0		0		12		-16		0		0		0		0		0		0		0		0		112	
PM	56		-32		98		0		0		0		0		12		-22		0		0		0		0		0		0		0		0		112	
Saturday	66		-8		84		0		0		0		0		4		-2		0		0		0		0		0		0		0		0		144	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-8	0	2	7	0	0	0	0	0	0	0	0	3	0	-6	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	7
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	-9	-1	17	52	0	0	0	0	0	0	0	0	4	0	-7	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	50
Bus	0	0	-3	0	0	1	0	0	0	0	0	0	0	0	1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	1
Walk/Other	8	8	-6	0	3	8	0	0	0	0	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16
Total	9	9	-27	-1	22	68	0	0	0	0	0	0	0	0	10	0	-18	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	74
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	-1	-1	17	17	0	0	0	0	0	0	0	0	0	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	18
Bus	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	44	44	-12	-18	3	3	0	0	0	0	0	0	0	0	4	6	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29
Total	53	53	-14	-20	22	22	0	0	0	0	0	0	0	0	4	8	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	55
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	-9	6	4	0	0	0	0	0	0	0	0	0	3	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	-5
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	-1	-10	45	29	0	0	0	0	0	0	0	0	0	5	-1	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	16
Bus	1	1	0	-4	1	1	0	0	0	0	0	0	0	0	0	1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-3
Walk/Other	23	23	0	-7	7	5	0	0	0	0	0	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	20
Total	28	28	-1	-31	59	39	0	0	0	0	0	0	0	0	0	12	-2	-20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	28
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	-1	-1	4	5	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	-2	-1	28	36	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	37
Bus	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	30	25	-1	-1	4	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	29
Total	36	30	-5	-3	37	47	0	0	0	0	0	0	0	0	3	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	74
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-6	0	2	6	0	0	0	0	0	0	0	0	2	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	6
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	-7	-1	2	6	0	0	0	0	0	0	0	0	2	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	-7	5	4	0	0	0	0	0	0	0	0	0	2	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	-4
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	-1	-8	5	4	0	0	0	0	0	0	0	0	1	3	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	-4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-1	-1	3	3	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	-1	-1	3	3	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 22

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		-2,959 gsf		266 DU		0 gsf		6,044 gsf		0 gsf		0 gsf		4,533 gsf		2,867 gsf		-68,540 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		-6		216		0		34		0		0		10		6		-94		0		0		0		0		0		0		0		166	
Midday	0		-8		108		0		106		0		0		12		6		-78		0		0		0		0		0		0		0		146	
PM	0		-8		236		0		92		0		0		12		6		-102		0		0		0		0		0		0		0		236	
Saturday	0		-2		204		0		92		0		0		4		2		-28		0		0		0		0		0		0		0		272	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	6	18	0	0	5	5	0	0	0	0	3	0	3	0	-27	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	19
Taxi	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Subway	0	0	-2	0	39	122	0	0	3	3	0	0	0	0	4	0	2	0	-32	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	120
Bus	0	0	-1	0	1	3	0	0	3	3	0	0	0	0	1	0	0	0	-7	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	5
Walk/Other	0	0	-1	0	6	20	0	0	5	5	0	0	0	0	2	0	1	0	-15	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	23
Total	0	0	-6	0	52	164	0	0	17	17	0	0	0	0	10	0	6	0	-82	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	169
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	6	6	0	0	16	16	0	0	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway	0	0	0	0	41	41	0	0	8	8	0	0	0	0	0	1	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	34
Bus	0	0	0	0	1	1	0	0	8	8	0	0	0	0	0	1	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Walk/Other	0	0	-4	-4	6	6	0	0	18	18	0	0	0	0	4	6	3	3	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22
Total	0	0	-4	-4	54	54	0	0	53	53	0	0	0	0	4	8	3	3	-39	-39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	75
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-2	16	10	0	0	18	9	0	0	0	0	0	3	0	2	-4	-29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	-7
Taxi	0	0	0	0	1	0	0	0	3	2	0	0	0	0	0	1	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Subway	0	0	0	-3	107	69	0	0	9	5	0	0	0	0	0	4	0	3	-5	-36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	42
Bus	0	0	0	-1	3	2	0	0	9	5	0	0	0	0	0	2	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
Walk/Other	0	0	0	-2	17	11	0	0	21	11	0	0	0	0	0	2	0	1	-2	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	7
Total	0	0	0	-8	144	92	0	0	60	32	0	0	0	0	0	12	0	6	-12	-90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	192	44
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	10	12	0	0	14	14	0	0	0	0	1	0	1	1	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	22
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	0	0	-1	0	69	85	0	0	7	7	0	0	0	0	1	1	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	88
Bus	0	0	0	0	2	2	0	0	7	7	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Walk/Other	0	0	0	0	11	13	0	0	16	16	0	0	0	0	1	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	26
Total	0	0	-2	0	92	112	0	0	46	46	0	0	0	0	3	1	1	1	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	146
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	5	16	0	0	2	2	0	0	0	0	2	0	3	0	-21	-3	0	0	0	0	0	0			0	0	0	0	0	0	-11	15
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0			0	0	0	0	0	0	-1	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0			0	0	0	0	0	0	-2	-2
Total	0	0	-2	0	7	18	0	0	2	2	0	0	0	0	2	0	3	0	-25	-7	0	0	0	0	0	0			0	0	0	0	0	0	-13	13
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	4	0	0	7	7	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	0	5	5	0	0	10	10	0	0	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0			0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-2	14	9	0	0	8	4	0	0	0	0	0	2	0	2	-3	-22	0	0	0	0	0	0			0	0	0	0	0	0	19	-7
Taxi	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	0	0	0	-1	0	0	0	0	0	0			0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	2	2	0	0	0	0	1	1	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	-2	15	10	0	0	10	6	0	0	0	0	1	3	0	2	-4	-23	0	0	0	0	0	0			0	0	0	0	0	0	22	-4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	6	8	0	0	6	6	0	0	0	0	1	0	1	1	-4	-4	0	0	0	0	0	0			0	0	0	0	0	0	9	11
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	-1	0	6	8	0	0	8	8	0	0	0	0	1	0	1	1	-4	-4	0	0	0	0	0	0			0	0	0	0	0	0	11	13

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 23

Land Use: / Size/Units:	Local Retail 0 gsf		Office 6,900 gsf		Residential 0 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		16		0		0		0		0		0		0		0		0		0		0		0		0		0		0		16	
Midday	0		20		0		0		0		0		0		0		0		0		0		0		0		0		0		0		20	
PM	0		18		0		0		0		0		0		0		0		0		0		0		0		0		0		0		18	
Saturday	0		6		0		0		0		0		0		0		0		0		0		0		0		0		0		0		6	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
Bus	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Walk/Other	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10
Total	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Bus	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	4
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 24

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	28,106 gsf		0 gsf		149 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-33,520 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	52		0		120		0		0		0		0		0		0		-46		0		0		0		0		0		0		126	
Midday	328		0		60		0		0		0		0		0		0		-38		0		0		0		0		0		0		350	
PM	174		0		132		0		0		0		0		0		0		-50		0		0		0		0		0		0		256	
Saturday	202		0		114		0		0		0		0		0		0		-14		0		0		0		0		0		0		302	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	-13	-2	0	0	0	0	0	0	0	0	0	0	0	0	-7	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	22	68	0	0	0	0	0	0	0	0	0	0	0	0	-17	-2	0	0	0	0	0	0	0	0	0	0	0	0	6	67
Bus	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	3
Walk/Other	21	21	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	-7	-1	0	0	0	0	0	0	0	0	0	0	0	0	17	31
Total	26	26	0	0	29	91	0	0	0	0	0	0	0	0	0	0	0	0	-41	-5	0	0	0	0	0	0	0	0	0	0	0	0	14	112
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	18	18	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	5	5	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	19	19
Bus	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	138	138	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	139	139
Total	164	164	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	-19	-19	0	0	0	0	0	0	0	0	0	0	0	0	175	175
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	-2	-14	0	0	0	0	0	0	0	0	0	0	0	0	17	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	0	0	59	39	0	0	0	0	0	0	0	0	0	0	0	0	-2	-18	0	0	0	0	0	0	0	0	0	0	0	0	60	24
Bus	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Walk/Other	72	72	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	0	0	81	70
Total	87	87	0	0	80	52	0	0	0	0	0	0	0	0	0	0	0	0	-6	-44	0	0	0	0	0	0	0	0	0	0	0	0	161	95
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	10	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	16	15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	0	0	38	48	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	38	48
Bus	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	94	76	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	99	82
Total	111	91	0	0	51	63	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	155	147
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	-10	-2	0	0	0	0	0	0			0	0	0	0	-5	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	2	2	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	-12	-4	0	0	0	0	0	0			0	0	0	0	-6	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	9	9	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0			0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0
Total	10	10	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0			0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	5	5	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	-2	-11	0	0	0	0	0	0			0	0	0	0	11	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	5	5	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	-2	-11	0	0	0	0	0	0			0	0	0	0	11	-1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	6	5	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	8	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	6	5	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	8	7

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 25

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-10,403 gsf		21,557 gsf		131 DU		0 gsf		9,200 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-20		48		106		0		50		0		0		0		0		0		0		0		0		0		0		0		184	
Midday	-122		58		54		0		162		0		0		0		0		0		0		0		0		0		0		0		152	
PM	-64		54		116		0		140		0		0		0		0		0		0		0		0		0		0		0		246	
Saturday	-76		14		102		0		138		0		0		0		0		0		0		0		0		0		0		0		178	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	13	1	3	9	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	17
Taxi	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Subway	0	0	14	1	19	59	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	64
Bus	0	0	6	0	1	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	6
Walk/Other	-9	-9	10	1	3	10	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	10
Total	-10	-10	45	3	26	80	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	98
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-7	-7	0	1	3	3	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21
Taxi	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway	-2	-2	2	2	20	20	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
Bus	-1	-1	2	2	1	1	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
Walk/Other	-51	-51	19	30	3	3	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	-61	-61	23	35	27	27	0	0	81	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	82
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	1	15	8	5	0	0	28	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	30
Taxi	0	0	0	3	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Subway	-1	-1	1	15	54	34	0	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	55
Bus	-1	-1	0	7	1	1	0	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
Walk/Other	-26	-26	1	11	8	5	0	0	33	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	6
Total	-32	-32	3	51	71	45	0	0	94	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	110
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-4	2	2	5	6	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	25
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway	-1	-1	3	2	34	43	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	54
Bus	-1	-1	1	1	1	1	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Walk/Other	-34	-29	2	1	5	7	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	4
Total	-41	-35	8	6	45	57	0	0	69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	97
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	10	1	3	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	16	12
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	0
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	12	3	3	8	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	18	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-4	-4	0	1	2	2	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	9	10
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	-4	-4	0	1	2	2	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	14	15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	1	12	7	4	0	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	19	20
Taxi	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	3
Taxi (Balanced)	0	0	2	2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-2	-2	3	14	7	4	0	0	16	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	24	25
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-3	-2	2	2	3	4	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	12	14
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-3	-2	2	2	3	4	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	14	16

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 26

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	8,740 gsf		34,960 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																				
AM	16		76		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		92	
Midday	102		94		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		196	
PM	54		88		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		142	
Saturday	64		24		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		88	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2
Taxi	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Subway	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1
Bus	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Walk/Other	7	7	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	8
Total	8	8	72	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	12
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	2	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6
Bus	1	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Walk/Other	42	42	30	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	89
Total	51	51	37	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	108
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27
Taxi	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Subway	1	1	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28
Bus	1	1	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
Walk/Other	22	22	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	40
Total	27	27	4	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	111
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	1	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Bus	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	29	24	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26
Total	35	29	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	38
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	18	2
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	0
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	1	1	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	22	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	21
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	3
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	24
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	4
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	5

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 27

Land Use: / Size/Units:	Local Retail 0 gsf		Office 0 gsf		Residential 210 DU		Destination Retail 11,730 gsf		Restaurant 5,750 gsf		Supermarket 0 gsf		Auto Repair -360 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																				
AM	0		0		170		28		32		0		-2		0		0		0		0		0		0		0		0		0		0		228	
Midday	0		0		86		84		102		0		-2		0		0		0		0		0		0		0		0		0		0		270	
PM	0		0		188		84		88		0		-2		0		0		0		0		0		0		0		0		0		0		358	
Saturday	0		0		162		120		86		0		-2		0		0		0		0		0		0		0		0		0		0		366	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	14	10	6	5	5	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24
Taxi	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	0	0	0	0	31	96	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	100
Bus	0	0	0	0	1	3	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Walk/Other	0	0	0	0	5	15	0	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	22
Total	0	0	0	0	41	129	17	11	16	16	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	155
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	5	5	27	22	15	15	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	41
Taxi	0	0	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway	0	0	0	0	32	32	9	7	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	47
Bus	0	0	0	0	1	1	7	6	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	15
Walk/Other	0	0	0	0	5	5	2	2	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24
Total	0	0	0	0	43	43	46	38	51	51	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	131
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	12	8	23	26	18	9	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	42
Taxi	0	0	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Subway	0	0	0	0	86	55	7	8	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	67
Bus	0	0	0	0	2	2	6	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	13
Walk/Other	0	0	0	0	14	9	2	3	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	22
Total	0	0	0	0	114	74	39	45	60	28	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	146
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	8	10	39	32	13	13	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	54
Taxi	0	0	0	0	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Subway	0	0	0	0	54	66	11	10	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	82
Bus	0	0	0	0	2	2	9	7	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	15
Walk/Other	0	0	0	0	9	11	3	3	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	30
Total	0	0	0	0	73	89	65	55	43	43	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	186
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	13	5	3	2	2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	10	17
Taxi	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	0	0	0	0	6	15	6	4	2	2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	13	20
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	14	11	7	7	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	23	20
Taxi	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Total	0	0	0	0	4	4	16	13	10	10	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	29	26
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	11	7	12	13	8	4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	30	23
Taxi	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1
Taxi (Balanced)	0	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	11	7	14	15	9	5	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	33	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	5	6	14	12	6	6	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	24	23
Taxi	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	5	6	16	14	8	8	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	28	27

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 28

Land Use: / Size/Units:	Local Retail 6,580 gsf		Office 26,600 gsf		Residential 462 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 26,600 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	12		58		374		0		0		0		0		58		0		0		0		0		0		0		0		0		502	
Midday	78		72		188		0		0		0		0		72		0		0		0		0		0		0		0		0		410	
PM	40		68		410		0		0		0		0		68		0		0		0		0		0		0		0		0		586	
Saturday	48		18		356		0		0		0		0		18		0		0		0		0		0		0		0		0		440	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	16	1	10	31	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	34
Taxi	0	0	3	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
Subway	0	0	17	1	67	212	0	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	214
Bus	0	0	7	0	2	6	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	6
Walk/Other	5	5	12	1	11	34	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	41
Total	6	6	55	3	90	284	0	0	0	0	0	0	0	0	55	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	206	296
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	1	10	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	2	3	71	71	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	78
Bus	1	1	2	3	2	2	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9
Walk/Other	33	33	23	37	11	11	0	0	0	0	0	0	0	0	24	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	117
Total	39	39	28	44	94	94	0	0	0	0	0	0	0	0	29	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	220
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	19	27	17	0	0	0	0	0	0	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	57
Taxi	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Subway	1	1	1	21	187	120	0	0	0	0	0	0	0	0	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190	163
Bus	0	0	0	8	5	3	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19
Walk/Other	17	17	1	14	30	19	0	0	0	0	0	0	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	64
Total	20	20	3	65	250	160	0	0	0	0	0	0	0	0	3	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	276	310
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	4	2	17	21	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27
Taxi	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Subway	1	1	3	2	120	147	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	152
Bus	1	0	1	1	3	4	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Walk/Other	22	18	2	2	19	23	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
Total	27	21	11	7	160	196	0	0	0	0	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209	231
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	13	1	9	28	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	36	31
Taxi	0	0	2	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	1
Taxi (Balanced)	0	0	2	2	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Total	1	1	15	3	12	31	0	0	0	0	0	0	0	0	15	3	0	0	0	0	0	0	0	0	0	0			0	0	0	0	43	38
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	1	1	6	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	2	2	1	1	7	7	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	11	11
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	1	15	24	15	0	0	0	0	0	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0			0	0	0	0	27	46
Taxi	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	5
Taxi (Balanced)	0	0	2	2	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	3	17	26	17	0	0	0	0	0	0	0	0	3	17	0	0	0	0	0	0	0	0	0	0			0	0	0	0	33	52
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	3	2	11	13	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	18	18
Taxi	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	1
Taxi (Balanced)	0	0	1	1	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	4	3	13	15	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0			0	0	0	0	22	22

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 29

Land Use: / Size/Units:	Local Retail 18,096 gsf		Office 29,346 gsf		Residential 498 DU		Destination Retail -25,430 gsf		Restaurant 5,750 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 17,608 gsf		Light Industrial 11,738 gsf		Warehouse 0 gsf		Medical Office 11,738 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	34		64		402		-60		32		0		0		38		24		0		102		0		0		0		0		0		0		636	
Midday	212		80		202		-180		102		0		0		48		20		0		120		0		0		0		0		0		0		604	
PM	112		74		442		-180		88		0		0		44		26		0		84		0		0		0		0		0		0		690	
Saturday	130		20		382		-260		86		0		0		12		4		0		78		0		0		0		0		0		0		452	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	17	1	10	33	-21	-14	5	5	0	0	0	0	10	1	6	1	0	0	15	9	0	0	0	0	0	0	0	0	0	0	44	38
Taxi	0	0	3	0	0	1	-1	-1	1	1	0	0	0	0	2	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	9	3
Subway	1	1	20	1	72	231	-7	-4	2	2	0	0	0	0	11	1	9	1	0	0	38	23	0	0	0	0	0	0	0	0	0	0	146	256
Bus	0	0	8	0	2	6	-5	-4	2	2	0	0	0	0	5	0	2	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	20	7
Walk/Other	14	14	13	1	11	36	-2	-1	6	6	0	0	0	0	8	0	4	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	55	58
Total	17	17	61	3	95	307	-36	-24	16	16	0	0	0	0	36	2	21	3	0	0	64	38	0	0	0	0	0	0	0	0	0	0	274	362
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	12	1	1	11	11	-58	-48	15	15	0	0	0	0	0	1	0	0	0	0	14	15	0	0	0	0	0	0	0	0	0	0	-5	7
Taxi	0	0	0	0	0	0	-3	-2	3	3	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	3	5
Subway	3	3	2	3	76	76	-18	-15	8	8	0	0	0	0	1	2	1	1	0	0	33	38	0	0	0	0	0	0	0	0	0	0	106	116
Bus	2	2	2	3	2	2	-15	-12	8	8	0	0	0	0	1	2	1	1	0	0	5	6	0	0	0	0	0	0	0	0	0	0	6	12
Walk/Other	89	89	26	42	12	12	-5	-4	17	17	0	0	0	0	16	25	8	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	164	190
Total	106	106	31	49	101	101	-99	-81	51	51	0	0	0	0	18	30	10	10	0	0	56	64	0	0	0	0	0	0	0	0	0	0	274	330
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	1	20	29	19	-50	-56	18	9	0	0	0	0	1	12	1	8	0	0	7	13	0	0	0	0	0	0	0	0	0	0	13	31
Taxi	0	0	0	3	1	1	-3	-3	3	1	0	0	0	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	7
Subway	2	2	1	24	201	128	-15	-17	9	4	0	0	0	0	1	13	1	9	0	0	17	32	0	0	0	0	0	0	0	0	0	0	217	195
Bus	1	1	0	9	6	4	-13	-14	9	4	0	0	0	0	0	6	0	2	0	0	3	5	0	0	0	0	0	0	0	0	0	0	6	17
Walk/Other	47	47	1	15	32	21	-4	-5	21	10	0	0	0	0	0	9	1	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	99	102
Total	56	56	3	71	269	173	-85	-95	60	28	0	0	0	0	2	42	3	23	0	0	30	54	0	0	0	0	0	0	0	0	0	0	338	352
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	6	3	2	19	23	-84	-69	13	13	0	0	0	0	2	1	1	1	0	0	9	10	0	0	0	0	0	0	0	0	0	0	-29	-13
Taxi	0	0	1	0	1	1	-7	-6	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	2	3	3	129	156	-26	-21	6	6	0	0	0	0	2	2	1	1	0	0	23	23	0	0	0	0	0	0	0	0	0	0	140	172
Bus	1	1	2	1	4	4	-19	-15	6	6	0	0	0	0	1	1	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	-2	2
Walk/Other	61	49	3	2	20	25	-7	-6	16	16	0	0	0	0	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	96	88
Total	72	58	12	8	173	209	-143	-117	43	43	0	0	0	0	7	5	2	2	0	0	38	40	0	0	0	0	0	0	0	0	0	0	204	248
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	13	1	9	29	-11	-7	2	2	0	0	0	0	8	1	5	1	0	0	10	6	0	0	0	0			0	0	0	0	37	34
Taxi	0	0	2	0	0	1	-1	-1	0	0	0	0	0	0	2	0	0	0	0	0	3	1	0	0	0	0			0	0	0	0	6	1
Taxi (Balanced)	0	0	2	2	1	1	-2	-2	0	0	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0			0	0	0	0	7	7
Truck	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Total	1	1	15	3	12	32	-13	-9	2	2	0	0	0	0	10	3	6	2	0	0	14	10	0	0	0	0			0	0	0	0	47	44
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	6	6	1	1	7	7	-29	-24	7	7	0	0	0	0	0	1	0	0	0	0	9	10	0	0	0	0			0	0	0	0	1	8
Taxi	0	0	0	0	0	0	-2	-1	1	1	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0			0	0	0	0	1	3
Taxi (Balanced)	0	0	0	0	0	0	-3	-3	2	2	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	4	4
Truck	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Total	6	6	2	2	8	8	-32	-27	10	10	0	0	0	0	0	1	0	0	0	0	14	15	0	0	0	0			0	0	0	0	8	15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	1	16	26	17	-25	-28	8	4	0	0	0	0	1	10	1	7	0	0	5	9	0	0	0	0			0	0	0	0	20	38
Taxi	0	0	0	2	1	1	-2	-2	1	0	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0			0	0	0	0	1	5
Taxi (Balanced)	0	0	2	2	2	2	-4	-4	1	1	0	0	0	0	2	2	0	0	0	0	3	3	0	0	0	0			0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	3	18	28	19	-29	-32	9	5	0	0	0	0	3	12	1	7	0	0	8	12	0	0	0	0			0	0	0	0	26	44
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	3	2	2	12	15	-31	-26	6	6	0	0	0	0	2	1	1	1	0	0	6	7	0	0	0	0			0	0	0	0	2	9
Taxi	0	0	1	0	1	1	-3	-2	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	2	2	-5	-5	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	3	3	3	14	17	-36	-31	8	8	0	0	0	0	2	1	1	1	0	0	8	9	0	0	0	0			0	0	0	0	4	11

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 30

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	2,190 gsf		-90,641 gsf		199 DU		0 gsf		0 gsf		11,500 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-87,262 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	4		-196		162		0		0		102		0		0		0		0		-656		0		0		0		0		0		-584	
Midday	26		-246		80		0		0		122		0		0		0		0		-774		0		0		0		0		0		-792	
PM	14		-228		178		0		0		202		0		0		0		0		-536		0		0		0		0		0		-370	
Saturday	16		-60		154		0		0		240		0		0		0		0		-580		0		0		0		0		0		-230	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-53	-3	4	13	0	0	0	0	12	9	0	0	0	0	0	0	0	0	-98	-60	0	0	0	0	0	0	0	0	0	0	-135	-41
Taxi	0	0	-9	-1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-24	-15	0	0	0	0	0	0	0	0	0	0	-31	-15
Subway	0	0	-59	-4	29	92	0	0	0	0	8	6	0	0	0	0	0	0	0	0	-240	-147	0	0	0	0	0	0	0	0	0	0	-262	-53
Bus	0	0	-23	-1	1	3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-37	-22	0	0	0	0	0	0	0	0	0	0	-57	-18
Walk/Other	2	2	-40	-3	5	15	0	0	0	0	34	26	0	0	0	0	0	0	0	0	-8	-5	0	0	0	0	0	0	0	0	0	0	-7	35
Total	2	2	-184	-12	39	123	0	0	0	0	58	44	0	0	0	0	0	0	0	0	-407	-249	0	0	0	0	0	0	0	0	0	0	-492	-92
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	-3	4	4	0	0	0	0	12	14	0	0	0	0	0	0	0	0	-87	-98	0	0	0	0	0	0	0	0	0	0	-72	-82
Taxi	0	0	-1	-2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-22	-25	0	0	0	0	0	0	0	0	0	0	-21	-25
Subway	0	0	-7	-11	30	30	0	0	0	0	8	9	0	0	0	0	0	0	0	0	-215	-242	0	0	0	0	0	0	0	0	0	0	-184	-214
Bus	0	0	-7	-10	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	-33	-37	0	0	0	0	0	0	0	0	0	0	-37	-43
Walk/Other	12	12	-79	-124	5	5	0	0	0	0	33	37	0	0	0	0	0	0	0	0	-7	-8	0	0	0	0	0	0	0	0	0	0	-36	-78
Total	13	13	-96	-150	40	40	0	0	0	0	57	65	0	0	0	0	0	0	0	0	-364	-410	0	0	0	0	0	0	0	0	0	0	-350	-442
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-3	-62	12	7	0	0	0	0	20	22	0	0	0	0	0	0	0	0	-45	-84	0	0	0	0	0	0	0	0	0	0	-15	-116
Taxi	0	0	-1	-11	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	-11	-21	0	0	0	0	0	0	0	0	0	0	-9	-29
Subway	0	0	-4	-69	82	53	0	0	0	0	13	15	0	0	0	0	0	0	0	0	-111	-205	0	0	0	0	0	0	0	0	0	0	-20	-206
Bus	0	0	-1	-28	2	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-17	-31	0	0	0	0	0	0	0	0	0	0	-12	-54
Walk/Other	6	6	-2	-47	13	8	0	0	0	0	55	63	0	0	0	0	0	0	0	0	-4	-7	0	0	0	0	0	0	0	0	0	0	68	23
Total	7	7	-11	-217	109	69	0	0	0	0	95	107	0	0	0	0	0	0	0	0	-188	-348	0	0	0	0	0	0	0	0	0	0	12	-382
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-10	-7	7	9	0	0	0	0	17	16	0	0	0	0	0	0	0	0	-68	-71	0	0	0	0	0	0	0	0	0	0	-53	-52
Taxi	0	0	-2	-1	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	-17	-18	0	0	0	0	0	0	0	0	0	0	-13	-13
Subway	0	0	-11	-8	53	64	0	0	0	0	10	9	0	0	0	0	0	0	0	0	-167	-174	0	0	0	0	0	0	0	0	0	0	-115	-109
Bus	0	0	-5	-3	1	2	0	0	0	0	7	7	0	0	0	0	0	0	0	0	-26	-27	0	0	0	0	0	0	0	0	0	0	-23	-21
Walk/Other	8	6	-8	-5	8	10	0	0	0	0	83	79	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	85	84
Total	9	7	-36	-24	69	85	0	0	0	0	123	117	0	0	0	0	0	0	0	0	-284	-296	0	0	0	0	0	0	0	0	0	0	-119	-111
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-42	-2	4	12	0	0	0	0	8	6	0	0	0	0	0	0	0	0	-65	-40	0	0	0	0			0	0	0	0	-95	-24
Taxi	0	0	-7	-1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-16	-10	0	0	0	0			0	0	0	0	-22	-10
Taxi (Balanced)	0	0	-8	-8	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-26	-26	0	0	0	0			0	0	0	0	-32	-32
Truck	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	-51	-11	5	13	0	0	0	0	10	8	0	0	0	0	0	0	0	0	-91	-66	0	0	0	0			0	0	0	0	-127	-56
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-2	-2	3	3	0	0	0	0	8	9	0	0	0	0	0	0	0	0	-58	-65	0	0	0	0			0	0	0	0	-48	-54
Taxi	0	0	-1	-2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-15	-17	0	0	0	0			0	0	0	0	-15	-18
Taxi (Balanced)	0	0	-3	-3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-32	-32	0	0	0	0			0	0	0	0	-33	-33
Truck	0	0	-2	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-2	-2
Total	1	1	-7	-7	4	4	0	0	0	0	10	11	0	0	0	0	0	0	0	0	-91	-98	0	0	0	0			0	0	0	0	-83	-89
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-2	-49	11	6	0	0	0	0	13	14	0	0	0	0	0	0	0	0	-30	-56	0	0	0	0			0	0	0	0	-7	-84
Taxi	0	0	-1	-9	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-7	-14	0	0	0	0			0	0	0	0	-6	-21
Taxi (Balanced)	0	0	-10	-10	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-21	-21	0	0	0	0			0	0	0	0	-27	-27
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-12	-59	11	6	0	0	0	0	17	18	0	0	0	0	0	0	0	0	-51	-77	0	0	0	0			0	0	0	0	-34	-111
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-8	-6	4	6	0	0	0	0	9	8	0	0	0	0	0	0	0	0	-45	-47	0	0	0	0			0	0	0	0	-39	-38
Taxi	0	0	-2	-1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	-11	-12	0	0	0	0			0	0	0	0	-10	-10
Taxi (Balanced)	0	0	-3	-3	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	-23	-23	0	0	0	0			0	0	0	0	-20	-20
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-11	-9	4	6	0	0	0	0	15	14	0	0	0	0	0	0	0	0	-68	-70	0	0	0	0			0	0	0	0	-59	-58

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 31

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	16,413 gsf		-5,336 gsf		127 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-24,237 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	30		-12		104		0		0		0		0		0		0		0		-194		0		0		0		0		0		-72	
Midday	192		-14		52		0		0		0		0		0		0		0		-228		0		0		0		0		0		2	
PM	102		-14		114		0		0		0		0		0		0		0		-158		0		0		0		0		0		44	
Saturday	118		-4		98		0		0		0		0		0		0		0		-162		0		0		0		0		0		50	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-3	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-29	-18	0	0	0	0	0	0	0	0	0	0	-27	-7
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-4	0	0	0	0	0	0	0	0	0	0	-8	-4
Subway	0	0	-5	0	19	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-72	-43	0	0	0	0	0	0	0	0	0	0	-58	15
Bus	0	0	-1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-7	0	0	0	0	0	0	0	0	0	0	-11	-5
Walk/Other	13	13	-2	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	12	21
Total	15	15	-12	0	26	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-121	-73	0	0	0	0	0	0	0	0	0	0	-92	20
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-26	-29	0	0	0	0	0	0	0	0	0	0	-12	-15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-7	0	0	0	0	0	0	0	0	0	0	-6	-7
Subway	3	3	0	-1	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-63	-72	0	0	0	0	0	0	0	0	0	0	-41	-51
Bus	2	2	0	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-11	0	0	0	0	0	0	0	0	0	0	-7	-9
Walk/Other	80	80	-5	-7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	76	74
Total	96	96	-5	-9	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-107	-121	0	0	0	0	0	0	0	0	0	0	10	-8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	-4	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-25	0	0	0	0	0	0	0	0	0	0	1	-18
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-6	0	0	0	0	0	0	0	0	0	0	-3	-7
Subway	2	2	0	-4	53	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-33	-61	0	0	0	0	0	0	0	0	0	0	22	-30
Bus	1	1	0	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-9	0	0	0	0	0	0	0	0	0	0	-3	-9
Walk/Other	42	42	0	-3	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	0	0	0	0	49	42
Total	51	51	0	-14	70	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-55	-103	0	0	0	0	0	0	0	0	0	0	66	-22
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	6	-1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-20	0	0	0	0	0	0	0	0	0	0	-8	-8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	-5	-5
Subway	2	2	-1	-1	33	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-47	-48	0	0	0	0	0	0	0	0	0	0	-13	-6
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	-5	-5
Walk/Other	54	45	-1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	56	49
Total	64	54	-3	-1	44	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-80	-82	0	0	0	0	0	0	0	0	0	0	25	25
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-2	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-12	0	0	0	0			0	0	0	0	-17	-3
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-3	0	0	0	0			0	0	0	0	-6	-3
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0			0	0	0	0	-9	-9
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-3	-1	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-20	0	0	0	0			0	0	0	0	-26	-12
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	-19	0	0	0	0			0	0	0	0	-9	-11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-5	0	0	0	0			0	0	0	0	-4	-5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0			0	0	0	0	-9	-9
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-26	-28	0	0	0	0			0	0	0	0	-18	-20
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	-3	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-17	0	0	0	0			0	0	0	0	1	-13
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-4	0	0	0	0			0	0	0	0	-2	-5
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0			0	0	0	0	-7	-7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	-1	-4	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-23	0	0	0	0			0	0	0	0	-6	-20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	3	-1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13	0	0	0	0			0	0	0	0	-7	-6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0			0	0	0	0	-3	-3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0			0	0	0	0	-6	-6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	3	-1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-19	0	0	0	0			0	0	0	0	-13	-12

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 32

Land Use: / Size/Units:	Local Retail 6,616 gsf		Office 0 gsf		Residential 32 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -1,127 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	12		0		26		0		0		0		-4		0		0		0		0		0		0		0		0		0		34	
Midday	78		0		14		0		0		0		-2		0		0		0		0		0		0		0		0		0		90	
PM	42		0		28		0		0		0		-4		0		0		0		0		0		0		0		0		0		66	
Saturday	48		0		26		0		0		0		-2		0		0		0		0		0		0		0		0		0		72	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	-3	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Total	6	6	0	0	7	19	0	0	0	0	0	0	-3	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	24
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	33	33	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
Total	39	39	0	0	7	7	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	9
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	18	18	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	19
Total	21	21	0	0	18	10	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	29
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	1	2	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12
Bus	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	22	18	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	20
Total	27	21	0	0	11	15	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	35
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	2	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	2	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	2	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 33

Land Use: / Size/Units:	Local Retail 2,208 gsf		Office 0 gsf		Residential 4 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	4		0		4		0		0		0		0		0		0		0		0		0		0		0		0		0		8	
Midday	26		0		2		0		0		0		0		0		0		0		0		0		0		0		0		0		28	
PM	14		0		4		0		0		0		0		0		0		0		0		0		0		0		0		0		18	
Saturday	16		0		4		0		0		0		0		0		0		0		0		0		0		0		0		0		20	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	2	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Total	13	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	7	7	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
Total	9	7	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 34

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,772 gsf		-5,241 gsf		14 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	8		-12		12		0		0		0		0		0		0		0		0		0		0		0		0		0		8	
Midday	44		-14		6		0		0		0		0		0		0		0		0		0		0		0		0		0		36	
PM	24		-14		12		0		0		0		0		0		0		0		0		0		0		0		0		0		22	
Saturday	28		-4		12		0		0		0		0		0		0		0		0		0		0		0		0		0		36	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	1
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	-5	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	8
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	4	4	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Total	4	4	-12	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	-1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Bus	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	19	19	-5	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	12
Total	22	22	-5	-9	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	16
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	-2
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Subway	0	0	0	-4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Bus	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Walk/Other	11	11	0	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	9
Total	12	12	0	-14	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-1	-1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	14	11	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	12
Total	16	12	-3	-1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	1
Taxi	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	0
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	-3	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	-1
Taxi	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	-1
Taxi (Balanced)	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-1	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 35

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	4,600 gsf		7,576 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	8		16		0		0		0		0		0		0		0		0		0		0		0		0		0		0		24	
Midday	54		20		0		0		0		0		0		0		0		0		0		0		0		0		0		0		74	
PM	28		20		0		0		0		0		0		0		0		0		0		0		0		0		0		0		48	
Saturday	34		6		0		0		0		0		0		0		0		0		0		0		0		0		0		0		40	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Bus	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Walk/Other	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Total	4	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	22	22	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	32
Total	27	27	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	39
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Bus	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	12	12	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	16
Total	14	14	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	34
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	16	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	14
Total	19	15	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	18
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	6
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 36

Land Use: / Size/Units:	Local Retail 0 gsf		Office 0 gsf		Residential 74 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																				
AM	0		0		60		0		0		0		0		0		0		0		0		0		0		0		0		0		0		60	
Midday	0		0		30		0		0		0		0		0		0		0		0		0		0		0		0		0		0		30	
PM	0		0		66		0		0		0		0		0		0		0		0		0		0		0		0		0		0		66	
Saturday	0		0		58		0		0		0		0		0		0		0		0		0		0		0		0		0		0		58	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	11	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	34
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Total	0	0	0	0	15	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	45
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	30	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	19
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Total	0	0	0	0	40	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	20	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	23
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Total	0	0	0	0	27	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	31
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 37

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,016 gsf		13,157 gsf		335 DU		0 gsf		4,502 gsf		0 gsf		0 gsf		13,157 gsf		0 gsf		-75,182 gsf		7,519 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	6		28		272		0		24		0		0		28		0		-104		72		0		0		0		0		0		326	
Midday	36		36		136		0		80		0		0		36		0		-86		84		0		0		0		0		0		322	
PM	20		34		298		0		70		0		0		34		0		-110		58		0		0		0		0		0		404	
Saturday	22		10		258		0		68		0		0		10		0		-30		50		0		0		0		0		0		388	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	8	0	7	22	0	0	4	4	0	0	0	0	8	0	0	0	-30	-4	11	7	0	0	0	0	0	0	0	0	0	0	8	29
Taxi	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	-1	0	3	2	0	0	0	0	0	0	0	0	0	0	5	4
Subway	0	0	9	1	49	155	0	0	2	2	0	0	0	0	9	1	0	0	-37	-5	25	16	0	0	0	0	0	0	0	0	0	0	57	170
Bus	0	0	3	0	1	4	0	0	2	2	0	0	0	0	3	0	0	0	-8	-1	4	2	0	0	0	0	0	0	0	0	0	0	5	7
Walk/Other	3	3	6	0	8	25	0	0	3	3	0	0	0	0	6	0	0	0	-16	-2	1	1	0	0	0	0	0	0	0	0	0	0	11	30
Total	3	3	27	1	65	207	0	0	12	12	0	0	0	0	27	1	0	0	-92	-12	44	28	0	0	0	0	0	0	0	0	0	0	86	240
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	7	7	0	0	12	12	0	0	0	0	0	0	0	0	-14	-14	9	11	0	0	0	0	0	0	0	0	0	0	16	18
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	4	5
Subway	1	1	1	2	52	52	0	0	6	6	0	0	0	0	1	2	0	0	-17	-17	23	26	0	0	0	0	0	0	0	0	0	0	67	72
Bus	0	0	1	2	1	1	0	0	6	6	0	0	0	0	1	2	0	0	-4	-4	4	4	0	0	0	0	0	0	0	0	0	0	9	11
Walk/Other	15	15	12	18	8	8	0	0	14	14	0	0	0	0	12	18	0	0	-8	-8	1	1	0	0	0	0	0	0	0	0	0	0	54	66
Total	18	18	14	22	68	68	0	0	40	40	0	0	0	0	14	22	0	0	-43	-43	39	45	0	0	0	0	0	0	0	0	0	0	150	172
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	9	20	13	0	0	14	7	0	0	0	0	0	9	0	0	-4	-30	5	9	0	0	0	0	0	0	0	0	0	0	36	18
Taxi	0	0	0	2	1	0	0	0	2	1	0	0	0	0	0	2	0	0	0	-1	1	2	0	0	0	0	0	0	0	0	0	0	4	6
Subway	0	0	1	11	135	87	0	0	7	3	0	0	0	0	1	11	0	0	-5	-40	12	23	0	0	0	0	0	0	0	0	0	0	151	95
Bus	0	0	0	4	4	2	0	0	7	3	0	0	0	0	0	4	0	0	-1	-9	2	3	0	0	0	0	0	0	0	0	0	0	12	7
Walk/Other	9	9	0	7	22	14	0	0	17	9	0	0	0	0	0	7	0	0	-2	-18	0	1	0	0	0	0	0	0	0	0	0	0	46	29
Total	10	10	1	33	182	116	0	0	47	23	0	0	0	0	1	33	0	0	-12	-98	20	38	0	0	0	0	0	0	0	0	0	0	249	155
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	1	13	15	0	0	10	10	0	0	0	0	2	1	0	0	-5	-5	6	6	0	0	0	0	0	0	0	0	0	0	29	29
Taxi	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	5
Subway	0	0	2	1	87	106	0	0	5	5	0	0	0	0	2	1	0	0	-6	-6	14	16	0	0	0	0	0	0	0	0	0	0	104	123
Bus	0	0	1	1	2	3	0	0	5	5	0	0	0	0	1	1	0	0	-1	-1	2	2	0	0	0	0	0	0	0	0	0	0	10	11
Walk/Other	11	9	1	1	14	17	0	0	12	12	0	0	0	0	1	1	0	0	-3	-3	0	1	0	0	0	0	0	0	0	0	0	0	36	38
Total	12	10	6	4	116	142	0	0	34	34	0	0	0	0	6	4	0	0	-15	-15	23	27	0	0	0	0	0	0	0	0	0	0	182	206
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	6	0	6	20	0	0	2	2	0	0	0	0	6	0	0	0	-23	-3	7	5	0	0	0	0			0	0	0	0	4	24
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	-1	0	2	1	0	0	0	0			0	0	0	0	3	2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	-1	-1	3	3	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0			0	0	0	0	-3	-3
Total	0	0	7	1	8	22	0	0	2	2	0	0	0	0	7	1	0	0	-28	-8	10	8	0	0	0	0			0	0	0	0	6	26
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	4	4	0	0	5	5	0	0	0	0	0	0	0	0	-11	-11	6	7	0	0	0	0			0	0	0	0	5	6
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0			0	0	0	0	2	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	1	1	0	0	5	5	0	0	7	7	0	0	0	0	0	0	0	0	-13	-13	9	10	0	0	0	0			0	0	0	0	9	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	7	18	12	0	0	6	3	0	0	0	0	0	7	0	0	-3	-23	3	6	0	0	0	0			0	0	0	0	25	13
Taxi	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	-1	1	1	0	0	0	0			0	0	0	0	3	4
Taxi (Balanced)	0	0	2	2	1	1	0	0	1	1	0	0	0	0	2	2	0	0	-1	-1	2	2	0	0	0	0			0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	2	9	19	13	0	0	7	4	0	0	0	0	2	9	0	0	-4	-24	5	8	0	0	0	0			0	0	0	0	32	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	2	1	8	10	0	0	5	5	0	0	0	0	2	1	0	0	-4	-4	4	4	0	0	0	0			0	0	0	0	18	18
Taxi	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	2	3
Taxi (Balanced)	0	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	2	1	9	11	0	0	7	7	0	0	0	0	2	1	0	0	-4	-4	6	6	0	0	0	0			0	0	0	0	23	23

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 38

Land Use: / Size/Units:	Local Retail 13,463 gsf		Office 0 gsf		Residential 162 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -11,011 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	26		0		132		0		0		0		-28		0		0		0		0		0		0		0		0		0		130	
Midday	158		0		66		0		0		0		-24		0		0		0		0		0		0		0		0		0		200	
PM	84		0		144		0		0		0		-30		0		0		0		0		0		0		0		0		0		198	
Saturday	98		0		124		0		0		0		-24		0		0		0		0		0		0		0		0		0		198	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	11	0	0	0	0	0	0	-16	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway	0	0	0	0	24	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	75
Bus	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	12	12	0	0	4	12	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	23
Total	13	13	0	0	32	100	0	0	0	0	0	0	-18	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	103
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	9	0	0	4	4	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	2	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
Bus	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	66	66	0	0	4	4	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	69
Total	79	79	0	0	33	33	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	9	6	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	0	0	67	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	43
Bus	1	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	35	35	0	0	10	7	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	41
Total	42	42	0	0	88	56	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	83
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	5	0	0	6	7	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	1	0	0	43	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	52
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	45	37	0	0	7	8	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	44
Total	54	44	0	0	57	67	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	99
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	3	10	0	0	0	0	0	0	-12	-7	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-8	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Truck	0	0	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	4	11	0	0	0	0	0	0	-14	-9	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-9	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	5	5	0	0	3	3	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	5	5	0	0	3	3	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	8	5	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	8	5	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	4	4	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	4	4	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 39

Land Use: / Size/Units:	Local Retail 16,560 gsf		Office 0 gsf		Residential 80 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 39,100 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	32		0		66		0		0		0		0		0		0		0		302		0		0		0		0		0		400	
Midday	194		0		32		0		0		0		0		0		0		0		358		0		0		0		0		0		584	
PM	102		0		72		0		0		0		0		0		0		0		248		0		0		0		0		0		422	
Saturday	120		0		62		0		0		0		0		0		0		0		260		0		0		0		0		0		442	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	28	0	0	0	0	0	0	0	0	0	0	49	35
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	11	7
Subway	0	0	0	0	12	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	68	0	0	0	0	0	0	0	0	0	0	122	106
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	10	0	0	0	0	0	0	0	0	0	0	17	11
Walk/Other	14	14	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	20	22
Total	16	16	0	0	16	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	115	0	0	0	0	0	0	0	0	0	0	219	181
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	46	0	0	0	0	0	0	0	0	0	0	53	59
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	10	11
Subway	3	3	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	113	0	0	0	0	0	0	0	0	0	0	114	128
Bus	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	17	0	0	0	0	0	0	0	0	0	0	17	19
Walk/Other	81	81	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	86	87
Total	97	97	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	191	0	0	0	0	0	0	0	0	0	0	280	304
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	39	0	0	0	0	0	0	0	0	0	0	32	48
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	0	0	0	0	0	0	5	10
Subway	2	2	0	0	33	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	94	0	0	0	0	0	0	0	0	0	0	86	117
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15	0	0	0	0	0	0	0	0	0	0	10	17
Walk/Other	42	42	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	49	48
Total	51	51	0	0	44	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	161	0	0	0	0	0	0	0	0	0	0	182	240
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	6	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	32	0	0	0	0	0	0	0	0	0	0	41	42
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	8	8
Subway	2	2	0	0	21	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	77	0	0	0	0	0	0	0	0	0	0	98	104
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	0	0	0	0	13	14
Walk/Other	56	45	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	62	52
Total	66	54	0	0	28	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	132	0	0	0	0	0	0	0	0	0	0	222	220
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	19	0	0	0	0			0	0	0	0	33	24
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0			0	0	0	0	7	5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0			0	0	0	0	12	12
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	31	0	0	0	0			0	0	0	0	45	36
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	31	0	0	0	0			0	0	0	0	34	38
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0			0	0	0	0	7	7
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	0	0	0	0			0	0	0	0	14	14
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	1	1
Total	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	46	0	0	0	0			0	0	0	0	49	53
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	26	0	0	0	0			0	0	0	0	21	32
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0			0	0	0	0	3	7
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0			0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	36	0	0	0	0			0	0	0	0	31	42
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	3	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	0	0	0	0			0	0	0	0	27	27
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0			0	0	0	0	5	5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0			0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	3	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31	0	0	0	0			0	0	0	0	37	37

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 40

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	5,612 gsf		22,656 gsf		263 DU		0 gsf		3,450 gsf		0 gsf		0 gsf		7,552 gsf		-18,500 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	10		50		212		0		20		0		0		16		-36		0		0		0		0		0		0		0		272	
Midday	66		62		106		0		60		0		0		20		-30		0		0		0		0		0		0		0		284	
PM	36		58		234		0		54		0		0		20		-40		0		0		0		0		0		0		0		362	
Saturday	40		16		202		0		52		0		0		6		-4		0		0		0		0		0		0		0		312	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	13	1	5	17	0	0	3	3	0	0	0	0	5	0	-10	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	21
Taxi	0	0	2	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Subway	0	0	16	1	38	122	0	0	2	2	0	0	0	0	5	0	-13	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	123
Bus	0	0	6	0	1	3	0	0	1	1	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Walk/Other	4	4	10	1	6	19	0	0	3	3	0	0	0	0	3	0	-6	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	26
Total	5	5	47	3	50	162	0	0	10	10	0	0	0	0	16	0	-32	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	176
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	1	6	6	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	20
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	1	1	2	3	40	40	0	0	5	5	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	49
Bus	1	1	2	3	1	1	0	0	5	5	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	10
Walk/Other	27	27	20	31	6	6	0	0	9	9	0	0	0	0	6	10	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	70
Total	33	33	24	38	53	53	0	0	30	30	0	0	0	0	8	12	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	151
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	16	15	10	0	0	11	5	0	0	0	0	0	6	-2	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	27
Taxi	0	0	0	3	1	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Subway	1	1	1	17	107	68	0	0	5	3	0	0	0	0	0	7	-2	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	82
Bus	0	0	0	7	3	2	0	0	5	3	0	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	11
Walk/Other	15	15	1	12	17	11	0	0	13	6	0	0	0	0	0	4	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	42
Total	18	18	3	55	143	91	0	0	36	18	0	0	0	0	0	20	-5	-35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	195	167
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	3	2	10	12	0	0	8	8	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	24
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	1	1	3	3	68	84	0	0	4	4	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	92
Bus	0	0	1	1	2	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Walk/Other	19	15	2	1	11	13	0	0	9	9	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	39
Total	22	18	9	7	91	111	0	0	26	26	0	0	0	0	3	3	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149	163
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	10	1	4	15	0	0	1	1	0	0	0	0	4	0	-8	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	17
Taxi	0	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	2	2	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	12	3	6	17	0	0	1	1	0	0	0	0	5	1	-9	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	21
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	1	4	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	1	5	5	0	0	6	6	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	13
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	13	13	9	0	0	5	2	0	0	0	0	0	5	-2	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20
Taxi	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi (Balanced)	0	0	2	2	1	1	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	3	15	14	10	0	0	6	3	0	0	0	0	1	6	-2	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	25
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	2	6	8	0	0	4	4	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	2	6	8	0	0	4	4	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	15

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 41

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	4,466 gsf		19,067 gsf		761 DU		-64,676 gsf		5,750 gsf		0 gsf		0 gsf		19,067 gsf		21,597 gsf		0 gsf		46,000 gsf		0 students 0 gsf		0 staff		0 parents		21,597 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	8		42		616		-152		32		0		0		42		42		0		354		0		0		0		40		0		0		1,024	
Midday	52		52		308		-456		102		0		0		52		36		0		418		0		0		0		88		0		0		652	
PM	28		48		676		-456		88		0		0		48		46		0		290		0		0		0		48		0		0		816	
Saturday	32		14		584		-658		86		0		0		14		6		0		306		0		0		0		52		0		0		436	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	11	1	16	51	-55	-35	5	5	0	0	0	0	11	1	12	2	0	0	53	32	0	0	0	0	0	0	1	1	0	0	0	0	54	58
Taxi	0	0	2	0	1	2	-3	-2	1	1	0	0	0	0	2	0	0	0	0	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	16	9
Subway	0	0	12	1	110	349	-16	-11	2	2	0	0	0	0	12	1	15	2	0	0	130	79	0	0	0	0	0	0	1	0	0	0	0	0	266	423
Bus	0	0	5	0	3	10	-14	-9	2	2	0	0	0	0	5	0	3	0	0	0	20	12	0	0	0	0	0	0	1	1	0	0	0	0	25	16
Walk/Other	4	4	9	1	18	56	-4	-3	6	6	0	0	0	0	9	1	7	1	0	0	4	3	0	0	0	0	0	0	22	13	0	0	0	0	75	82
Total	4	4	39	3	148	468	-92	-60	16	16	0	0	0	0	39	3	37	5	0	0	220	134	0	0	0	0	0	0	25	15	0	0	0	0	436	588
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	1	17	17	-148	-121	15	15	0	0	0	0	0	1	0	0	0	0	47	53	0	0	0	0	0	0	2	2	0	0	0	0	-64	-29
Taxi	0	0	0	0	1	1	-8	-6	3	3	0	0	0	0	0	0	0	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	8	11
Subway	1	1	1	2	115	115	-45	-37	8	8	0	0	0	0	1	2	1	1	0	0	116	131	0	0	0	0	0	0	1	1	0	0	0	0	199	224
Bus	1	1	1	2	3	3	-38	-31	8	8	0	0	0	0	1	2	1	1	0	0	18	20	0	0	0	0	0	0	3	2	0	0	0	0	-2	8
Walk/Other	21	21	18	27	18	18	-12	-10	17	17	0	0	0	0	18	27	16	16	0	0	4	4	0	0	0	0	0	0	42	35	0	0	0	0	142	155
Total	26	26	20	32	154	154	-251	-205	51	51	0	0	0	0	20	32	18	18	0	0	197	221	0	0	0	0	0	0	48	40	0	0	0	0	283	369
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	13	45	28	-126	-143	18	9	0	0	0	0	1	13	2	13	0	0	24	45	0	0	0	0	0	0	1	2	0	0	0	0	-32	-18
Taxi	0	0	0	2	2	1	-6	-7	3	1	0	0	0	0	0	2	0	0	0	0	6	11	0	0	0	0	0	0	0	0	0	0	0	0	5	10
Subway	0	0	1	14	308	197	-39	-44	9	4	0	0	0	0	1	14	2	17	0	0	60	112	0	0	0	0	0	0	0	1	0	0	0	0	342	315
Bus	0	0	0	6	9	6	-32	-36	9	4	0	0	0	0	0	6	0	4	0	0	9	17	0	0	0	0	0	0	1	2	0	0	0	0	-4	9
Walk/Other	12	12	1	10	49	31	-11	-12	21	10	0	0	0	0	1	10	1	7	0	0	2	4	0	0	0	0	0	0	12	29	0	0	0	0	88	101
Total	14	14	3	45	413	263	-214	-242	60	28	0	0	0	0	3	45	5	41	0	0	101	189	0	0	0	0	0	0	14	34	0	0	0	0	399	417
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	2	2	28	35	-214	-175	13	13	0	0	0	0	2	2	1	1	0	0	36	37	0	0	0	0	0	0	1	1	0	0	0	0	-129	-82
Taxi	0	0	0	0	1	1	-18	-15	2	2	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	-6	-3
Subway	1	0	3	2	197	240	-65	-53	6	6	0	0	0	0	3	2	1	1	0	0	89	93	0	0	0	0	0	0	1	1	0	0	0	0	236	292
Bus	0	0	1	1	6	7	-47	-38	6	6	0	0	0	0	1	1	0	0	0	0	13	14	0	0	0	0	0	0	2	2	0	0	0	0	-18	-7
Walk/Other	15	12	2	1	31	38	-18	-15	16	16	0	0	0	0	2	1	1	1	0	0	3	3	0	0	0	0	0	0	22	22	0	0	0	0	74	79
Total	18	14	8	6	263	321	-362	-296	43	43	0	0	0	0	8	6	3	3	0	0	150	156	0	0	0	0	0	0	26	26	0	0	0	0	157	279
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	9	1	14	46	-28	-18	2	2	0	0	0	0	9	1	10	2	0	0	35	21	0	0	0	0			1	1	0	0	0	0	52	56
Taxi	0	0	2	0	1	2	-2	-1	0	0	0	0	0	0	2	0	0	0	0	0	9	5	0	0	0	0			0	0	0	0	0	0	12	6
Taxi (Balanced)	0	0	2	2	3	3	-3	-3	0	0	0	0	0	0	2	2	0	0	0	0	14	14	0	0	0	0			0	0	0	0	0	0	18	18
Truck	0	0	0	0	3	3	-1	-1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	3
Total	0	0	11	3	20	52	-32	-22	2	2	0	0	0	0	11	3	11	3	0	0	49	35	0	0	0	0			1	1	0	0	0	0	73	77
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	1	11	11	-74	-61	7	7	0	0	0	0	0	1	0	0	0	0	31	35	0	0	0	0			1	1	0	0	0	0	-22	-3
Taxi	0	0	0	0	1	1	-4	-3	1	1	0	0	0	0	0	0	0	0	0	0	8	9	0	0	0	0			0	0	0	0	0	0	6	8
Taxi (Balanced)	0	0	0	0	2	2	-7	-7	2	2	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0			0	0	0	0	0	0	14	14
Truck	0	0	0	0	2	2	-1	-1	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0			0	0	0	0	0	0	4	4
Total	2	2	0	1	15	15	-82	-69	10	10	0	0	0	0	0	1	1	1	0	0	49	53	0	0	0	0			1	1	0	0	0	0	-4	15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	10	40	25	-63	-72	8	4	0	0	0	0	1	10	2	11	0	0	16	30	0	0	0	0			1	1	0	0	0	0	7	20
Taxi	0	0	0	2	2	1	-3	-4	1	0	0	0	0	0	0	2	0	0	0	0	4	7	0	0	0	0			0	0	0	0	0	0	4	8
Taxi (Balanced)	0	0	2	2	3	3	-7	-7	1	1	0	0	0	0	2	2	0	0	0	0	11	11	0	0	0	0			0	0	0	0	0	0	12	12
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	1	1	3	12	43	28	-70	-79	9	5	0	0	0	0	3	12	2	11	0	0	27	41	0	0	0	0			1	1	0	0	0	0	19	32
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	2	18	22	-79	-65	6	6	0	0	0	0	2	2	1	1	0	0	24	25	0	0	0	0			1	1	0	0	0	0	-24	-5
Taxi	0	0	0	0	1	1	-6	-5	1	1	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0			0	0	0	0	0	0	2	3
Taxi (Balanced)	0	0	0	0	2	2	-11	-11	2	2	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0			0	0	0	0	0	0	5	5
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	1	1	2	2	21	25	-90	-76	8	8	0	0	0	0	2	2	1	1	0	0	36	37	0	0	0	0			1	1	0	0	0	0	-18	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 42

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		112,314 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		4,460 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		244		0		0		0		0		0		0		0		6		0		0		0		0		0		0		250	
Midday	0		304		0		0		0		0		0		0		0		6		0		0		0		0		0		0		310	
PM	0		284		0		0		0		0		0		0		0		8		0		0		0		0		0		0		292	
Saturday	0		74		0		0		0		0		0		0		0		2		0		0		0		0		0		0		76	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	66	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	68	4
Taxi	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
Subway	0	0	73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	76	5
Bus	0	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2
Walk/Other	0	0	50	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	51	3
Total	0	0	229	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	235	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	8	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	9	14
Bus	0	0	8	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	13
Walk/Other	0	0	98	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	99	156
Total	0	0	117	187	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	120	190
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	80
Taxi	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
Subway	0	0	5	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	90
Bus	0	0	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	35
Walk/Other	0	0	3	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	59
Total	0	0	15	269	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	15	277
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8
Taxi	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	10
Bus	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Walk/Other	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	11	7
Total	0	0	45	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	46	30
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	52	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0			0	0	0	0	54	3
Taxi	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	9	1
Taxi (Balanced)	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	10	10
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Total	0	0	64	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0			0	0	0	0	66	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0			0	0	0	0	3	4
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	2
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Total	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0			0	0	0	0	8	9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	3	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0			0	0	0	0	3	63
Taxi	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	10
Taxi (Balanced)	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	14	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0			0	0	0	0	14	74
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	10	6
Taxi	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	13	9

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 43

Land Use: / Size/Units:	Local Retail 30,627 gsf		Office 65,465 gsf		Residential 0 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial -57,808 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	58		142		0		0		0		0		0		0		-112		0		0		0		0		0		0		0		88	
Midday	358		178		0		0		0		0		0		0		-94		0		0		0		0		0		0		0		442	
PM	188		166		0		0		0		0		0		0		-122		0		0		0		0		0		0		0		232	
Saturday	222		44		0		0		0		0		0		0		-14		0		0		0		0		0		0		0		252	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	38	2	0	0	0	0	0	0	0	0	0	0	0	0	-32	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Taxi	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
Subway	1	1	43	3	0	0	0	0	0	0	0	0	0	0	0	0	-40	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-1
Bus	1	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	-9	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Walk/Other	24	24	29	2	0	0	0	0	0	0	0	0	0	0	0	0	-18	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	24
Total	29	29	134	8	0	0	0	0	0	0	0	0	0	0	0	0	-100	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	25
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	21
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	5	5	5	8	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10
Bus	4	4	5	8	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
Walk/Other	150	150	58	89	0	0	0	0	0	0	0	0	0	0	0	0	-40	-40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	199
Total	179	179	70	108	0	0	0	0	0	0	0	0	0	0	0	0	-47	-47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	240
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	2	45	0	0	0	0	0	0	0	0	0	0	0	0	-5	-35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	20
Taxi	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Subway	3	3	3	51	0	0	0	0	0	0	0	0	0	0	0	0	-6	-43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Bus	2	2	1	20	0	0	0	0	0	0	0	0	0	0	0	0	-1	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
Walk/Other	79	79	2	34	0	0	0	0	0	0	0	0	0	0	0	0	-3	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	94
Total	94	94	8	158	0	0	0	0	0	0	0	0	0	0	0	0	-15	-107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	145
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	11	8	5	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	14
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	4	3	8	6	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	6
Bus	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	103	84	6	4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	87
Total	122	100	26	18	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	111
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	30	2	0	0	0	0	0	0	0	0	0	0	0	0	-27	-3	0	0	0	0	0	0	0	0			0	0	0	0	5	1
Taxi	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0			0	0	0	0	5	0
Taxi (Balanced)	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	5	5
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Total	2	2	37	9	0	0	0	0	0	0	0	0	0	0	0	0	-31	-7	0	0	0	0	0	0	0	0			0	0	0	0	8	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	10	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	10	11
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	11	11	4	5	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0			0	0	0	0	12	13
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	5	5	2	36	0	0	0	0	0	0	0	0	0	0	0	0	-4	-29	0	0	0	0	0	0	0	0			0	0	0	0	3	12
Taxi	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0			0	0	0	0	0	5
Taxi (Balanced)	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0			0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	5	5	8	42	0	0	0	0	0	0	0	0	0	0	0	0	-5	-30	0	0	0	0	0	0	0	0			0	0	0	0	8	17
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	7	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	11	8
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	7	6	8	6	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0			0	0	0	0	13	10

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 44

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	8,510 gsf		12,766 gsf		183 DU		0 gsf		0 gsf		0 gsf		0 gsf		6,383 gsf		-8,217 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																				
AM	16		28		148		0		0		0		0		14		-16		0		0		0		0		0		0		0		0		190	
Midday	100		34		74		0		0		0		0		18		-14		0		0		0		0		0		0		0		0		212	
PM	52		32		164		0		0		0		0		16		-18		0		0		0		0		0		0		0		0		246	
Saturday	62		8		142		0		0		0		0		4		-2		0		0		0		0		0		0		0		0		214	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	8	0	4	12	0	0	0	0	0	0	0	0	4	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Subway	0	0	9	1	27	85	0	0	0	0	0	0	0	0	4	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	85
Bus	0	0	3	0	1	2	0	0	0	0	0	0	0	0	2	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Walk/Other	7	7	6	0	4	13	0	0	0	0	0	0	0	0	3	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	20
Total	8	8	27	1	36	112	0	0	0	0	0	0	0	0	14	0	-14	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	119
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	1	1	28	28	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	32
Bus	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	41	41	12	18	4	4	0	0	0	0	0	0	0	0	6	10	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	66
Total	50	50	14	20	37	37	0	0	0	0	0	0	0	0	6	12	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	112
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	9	11	7	0	0	0	0	0	0	0	0	0	4	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	18
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Subway	1	1	1	10	75	48	0	0	0	0	0	0	0	0	0	5	-1	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	57
Bus	1	1	0	4	2	1	0	0	0	0	0	0	0	0	0	3	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
Walk/Other	21	21	0	7	12	8	0	0	0	0	0	0	0	0	0	3	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	36
Total	26	26	1	31	100	64	0	0	0	0	0	0	0	0	0	16	-2	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	121
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	1	1	7	8	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	2	1	48	59	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	62
Bus	1	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	28	23	1	1	8	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	33
Total	34	28	5	3	64	78	0	0	0	0	0	0	0	0	3	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	109
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	6	0	4	11	0	0	0	0	0	0	0	0	3	0	-4	-1	0	0	0	0	0	0	0	0					0	0	0	0	10	11
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	2	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0					0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	1	1
Total	1	1	7	1	5	12	0	0	0	0	0	0	0	0	4	1	-4	-1	0	0	0	0	0	0	0	0					0	0	0	0	13	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Total	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	7	10	6	0	0	0	0	0	0	0	0	0	3	-1	-4	0	0	0	0	0	0	0	0					0	0	0	0	11	14
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	2
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0					0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Total	2	2	1	8	10	6	0	0	0	0	0	0	0	0	1	4	-1	-4	0	0	0	0	0	0	0	0					0	0	0	0	13	16
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	1	4	5	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0					0	0	0	0	7	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0	0
Total	2	2	1	1	4	5	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0					0	0	0	0	7	7

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 45

Land Use: / Size/Units:	Local Retail 0 gsf		Office 0 gsf		Residential 15 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		0		12	
Midday	0		0		6		0		0		0		0		0		0		0		0		0		0		0		0		0		6	
PM	0		0		14		0		0		0		0		0		0		0		0		0		0		0		0		0		14	
Saturday	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		0		12	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 46

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-10,557 gsf		116,127 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		46,000 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-20		252		0		0		0		0		0		0		0		0		354		0		0		0		0		0		586	
Midday	-124		314		0		0		0		0		0		0		0		0		418		0		0		0		0		0		608	
PM	-66		294		0		0		0		0		0		0		0		0		290		0		0		0		0		0		518	
Saturday	-76		78		0		0		0		0		0		0		0		0		306		0		0		0		0		0		308	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	68	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	32	0	0	0	0	0	0	0	0	0	0	120	35
Taxi	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8	0	0	0	0	0	0	0	0	0	0	25	9
Subway	0	0	76	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130	79	0	0	0	0	0	0	0	0	0	0	206	84
Bus	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	12	0	0	0	0	0	0	0	0	0	0	50	14
Walk/Other	-9	-9	51	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	46	-3
Total	-10	-10	237	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220	134	0	0	0	0	0	0	0	0	0	0	447	139
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-7	-7	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	53	0	0	0	0	0	0	0	0	0	0	42	50
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	13	15
Subway	-2	-2	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	131	0	0	0	0	0	0	0	0	0	0	123	142
Bus	-1	-1	9	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	20	0	0	0	0	0	0	0	0	0	0	26	32
Walk/Other	-52	-52	102	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	54	111
Total	-62	-62	123	191	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	197	221	0	0	0	0	0	0	0	0	0	0	258	350
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	4	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	45	0	0	0	0	0	0	0	0	0	0	24	121
Taxi	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11	0	0	0	0	0	0	0	0	0	0	7	25
Subway	-1	-1	5	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	112	0	0	0	0	0	0	0	0	0	0	64	201
Bus	-1	-1	2	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	17	0	0	0	0	0	0	0	0	0	0	10	51
Walk/Other	-27	-27	3	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	-22	37
Total	-33	-33	15	279	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	189	0	0	0	0	0	0	0	0	0	0	83	435
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-4	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	37	0	0	0	0	0	0	0	0	0	0	44	42
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	11	11
Subway	-1	-1	15	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	93	0	0	0	0	0	0	0	0	0	0	103	102
Bus	-1	-1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14	0	0	0	0	0	0	0	0	0	0	18	17
Walk/Other	-34	-29	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-21	-19
Total	-41	-35	46	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150	156	0	0	0	0	0	0	0	0	0	0	155	153
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	54	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	21	0	0	0	0			0	0	0	0	88	23
Taxi	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5	0	0	0	0			0	0	0	0	19	6
Taxi (Balanced)	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	0	0	0	0			0	0	0	0	25	25
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Total	-1	-1	67	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	35	0	0	0	0			0	0	0	0	115	50
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-4	-4	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	35	0	0	0	0			0	0	0	0	29	34
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9	0	0	0	0			0	0	0	0	9	11
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0			0	0	0	0	20	20
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0			0	0	0	0	3	3
Total	-4	-4	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	53	0	0	0	0			0	0	0	0	52	57
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	3	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	30	0	0	0	0			0	0	0	0	17	91
Taxi	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0			0	0	0	0	5	18
Taxi (Balanced)	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	0	0	0	0			0	0	0	0	23	23
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-2	-2	15	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	41	0	0	0	0			0	0	0	0	40	114
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-3	-2	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	25	0	0	0	0			0	0	0	0	31	30
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0			0	0	0	0	8	8
Taxi (Balanced)	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0			0	0	0	0	16	16
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-3	-2	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	37	0	0	0	0			0	0	0	0	47	46

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 47

Land Use: / Size/Units:	Local Retail 12,496 gsf		Office 31,681 gsf		Residential 951 DU		Destination Retail 0 gsf		Restaurant 8,625 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 31,681 gsf		Light Industrial 21,121 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 475 students 92,000 gsf		School Staff 44 staff		Parents (Grades K-5 Students) 228 parents		Community Center 21,121 gsf		Passive Waterfront Park 0.75 acres 32,670 gsf		Active Waterfront Park 0.75 acres 32,670 gsf		Total	
Peak Hour Trips:																																				
AM	24		68		768		0		46		0		0		68		42		0		0		476		44		456		38		2		4		2,036	
Midday	146		86		384		0		152		0		0		86		34		0		0		0		0		0		86		2		6		982	
PM	78		80		846		0		132		0		0		80		44		0		0		48		44		46		48		2		6		1,454	
Saturday	90		22		730		0		130		0		0		22		6		0		0		0		0		0		50		4		10		1,064	
Person Trips:																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	18	1	20	63	0	0	8	7	0	0	0	0	18	1	12	2	0	0	0	0	103	0	14	0	0	0	1	1	0	0	0	0	195	76
Taxi	0	0	3	0	1	2	0	0	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3
Subway	0	0	21	1	138	437	0	0	3	3	0	0	0	0	21	1	15	2	0	0	0	0	27	0	18	0	18	18	1	0	0	0	0	0	262	462
Bus	0	0	8	1	4	12	0	0	3	3	0	0	0	0	8	1	3	0	0	0	0	0	10	0	4	0	7	7	1	1	0	0	0	0	48	25
Walk/Other	11	11	14	1	22	69	0	0	9	8	0	0	0	0	14	1	7	1	0	0	0	0	326	0	8	0	203	203	20	13	1	1	2	2	637	310
Total	12	12	64	4	185	583	0	0	24	22	0	0	0	0	64	4	37	5	0	0	0	0	476	0	44	0	228	228	23	15	1	1	2	2	1,160	876
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	8	1	1	21	21	0	0	23	23	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	57	57
Taxi	0	0	0	1	1	1	0	0	4	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7
Subway	2	2	2	4	143	143	0	0	11	11	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	162	166
Bus	1	1	2	4	4	4	0	0	11	11	0	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	24	27
Walk/Other	62	62	28	43	23	23	0	0	27	27	0	0	0	0	28	43	15	15	0	0	0	0	0	0	0	0	0	0	41	34	1	1	2	2	227	250
Total	73	73	33	53	192	192	0	0	76	76	0	0	0	0	33	53	17	17	0	0	0	0	0	0	0	0	0	0	47	39	1	1	3	3	475	507
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	22	56	36	0	0	27	13	0	0	0	0	1	22	2	12	0	0	0	0	0	11	0	14	0	0	1	2	0	0	1	1	93	137
Taxi	0	0	0	4	2	1	0	0	4	2	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11
Subway	1	1	1	24	386	247	0	0	13	7	0	0	0	0	1	24	2	17	0	0	0	0	0	3	0	18	2	2	0	1	0	0	0	0	406	344
Bus	1	1	1	10	11	7	0	0	13	7	0	0	0	0	1	10	0	3	0	0	0	0	0	1	0	4	1	1	1	2	0	0	0	0	29	46
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	33	33	1	16	61	39	0	0	31	15	0	0	0	0	1	16	1	7	0	0	0	0	0	33	0	8	20	20	12	29	1	1	2	2	163	219
Total	39	39	4	76	516	330	0	0	88	44	0	0	0	0	4	76	5	39	0	0	0	0	0	48	0	44	23	23	14	34	1	1	3	3	697	757
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	4	3	35	43	0	0	20	20	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	71	76
Taxi	0	0	1	0	1	2	0	0	3	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Subway	1	1	3	3	246	301	0	0	10	10	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	266	321
Bus	1	1	2	1	7	8	0	0	10	10	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	1	1	24	24
Walk/Other	43	34	3	2	39	48	0	0	22	22	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	0	21	22	2	2	2	2	136	135
Total	50	40	13	9	328	402	0	0	65	65	0	0	0	0	13	9	3	3	0	0	0	0	0	0	0	0	0	0	24	26	2	2	5	5	503	561
Vehicle Trips :																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	1	1	14	1	18	56	0	0	4	3	0	0	0	0	14	1	10	2	0	0	0	0	79	79	12	0			1	1	0	0	0	0	153	144
Taxi	0	0	2	0	1	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	5	2
Taxi (Balanced)	0	0	2	2	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	7	7
Truck	0	0	1	1	3	3	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0			0	0	0	0	0	0	1	1
Total	1	1	17	4	24	62	0	0	4	3	0	0	0	0	17	4	11	3	0	0	0	0	80	80	12	0			1	1	0	0	0	0	167	158
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	1	13	13	0	0	10	10	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			1	1	0	0	0	0	30	30
Taxi	0	0	0	1	1	1	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	3	5
Taxi (Balanced)	0	0	1	1	2	2	0	0	4	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	8	8
Truck	0	0	1	1	3	3	0	0	1	1	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0			0	0	0	0	0	0	7	7
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	4	4	3	3	18	18	0	0	15	15	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	45	45
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	17	50	32	0	0	12	6	0	0	0	0	1	17	2	10	0	0	0	0	8	8	0	12			1	1	0	0	0	0	77	105
Taxi	0	0	0	3	2	1	0	0	2	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	4	8
Taxi (Balanced)	0	0	3	3	3	3	0	0	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	12	12
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	2	2	4	20	54	36	0	0	15	9	0	0	0	0	4	20	2	10	0	0	0	0	8	8	0	12			1	1	0	0	0	0	90	118
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	3	2	3	2	22	27	0	0	9	9	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	42	44
Taxi	0	0	1	0	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	4	2
Taxi (Balanced)	0	0	1	1	2	2	0	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	6
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	3	2	4	3	25	30	0	0	11	11	0	0	0	0	4	3	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	49	51

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 48

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-24,457 gsf		-15,256 gsf		829 DU		0 gsf		0 gsf		9,200 gsf		0 gsf		0 gsf		19,072 gsf		0 gsf		19,072 gsf		0 students 0 gsf		0 staff		0 parents		46,000 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-46		-34		670		0		0		82		0		0		38		0		156		0		0		0		82		0		0		948	
Midday	-286		-42		336		0		0		98		0		0		32		0		184		0		0		0		186		0		0		508	
PM	-150		-38		736		0		0		162		0		0		40		0		128		0		0		0		104		0		0		982	
Saturday	-176		-10		638		0		0		192		0		0		4		0		126		0		0		0		108		0		0		882	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	-9	-1	17	55	0	0	0	0	10	7	0	0	0	0	12	1	0	0	23	14	0	0	0	0	0	0	3	2	0	0	0	0	53	75
Taxi	0	0	-2	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	1	0	0	0	0	0	7	7
Subway	-1	-1	-10	-1	120	381	0	0	0	0	7	5	0	0	0	0	13	2	0	0	57	35	0	0	0	0	0	0	2	1	0	0	0	0	188	422
Bus	0	0	-4	0	3	11	0	0	0	0	2	1	0	0	0	0	3	0	0	0	9	5	0	0	0	0	0	0	3	2	0	0	0	0	16	19
Walk/Other	-19	-19	-7	0	19	61	0	0	0	0	28	20	0	0	0	0	6	1	0	0	2	1	0	0	0	0	0	0	42	26	0	0	0	0	71	90
Total	-23	-23	-32	-2	160	510	0	0	0	0	48	34	0	0	0	0	34	4	0	0	97	59	0	0	0	0	0	0	51	31	0	0	0	0	335	613
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-16	-16	0	-1	18	18	0	0	0	0	9	11	0	0	0	0	0	0	0	0	21	23	0	0	0	0	0	0	5	4	0	0	0	0	37	39
Taxi	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	1	1	0	0	0	0	8	10
Subway	-4	-4	-1	-2	125	125	0	0	0	0	6	7	0	0	0	0	1	1	0	0	50	58	0	0	0	0	0	0	3	3	0	0	0	0	180	188
Bus	-3	-3	-1	-2	4	4	0	0	0	0	2	2	0	0	0	0	1	1	0	0	8	9	0	0	0	0	0	0	6	5	0	0	0	0	17	16
Walk/Other	-120	-120	-14	-21	20	20	0	0	0	0	26	32	0	0	0	0	14	14	0	0	2	2	0	0	0	0	0	0	87	71	0	0	0	0	15	-2
Total	-143	-143	-16	-26	168	168	0	0	0	0	44	54	0	0	0	0	16	16	0	0	86	98	0	0	0	0	0	0	102	84	0	0	0	0	257	251
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-8	-8	-1	-10	48	31	0	0	0	0	16	18	0	0	0	0	2	12	0	0	11	20	0	0	0	0	0	0	2	4	0	0	0	0	70	67
Taxi	0	0	0	-2	2	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	1	0	0	0	0	7	8
Subway	-2	-2	-1	-11	337	215	0	0	0	0	11	12	0	0	0	0	2	14	0	0	26	49	0	0	0	0	0	0	1	2	0	0	0	0	374	279
Bus	-2	-2	0	-5	9	6	0	0	0	0	3	3	0	0	0	0	0	3	0	0	4	7	0	0	0	0	0	0	2	4	0	0	0	0	16	16
Walk/Other	-63	-63	0	-8	53	34	0	0	0	0	44	50	0	0	0	0	1	6	0	0	1	2	0	0	0	0	0	0	26	62	0	0	0	0	62	83
Total	-75	-75	-2	-36	449	287	0	0	0	0	76	86	0	0	0	0	5	35	0	0	45	83	0	0	0	0	0	0	31	73	0	0	0	0	529	453
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-11	-9	-2	-1	31	38	0	0	0	0	14	13	0	0	0	0	1	1	0	0	15	15	0	0	0	0	0	0	3	3	0	0	0	0	51	60
Taxi	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0	11	11
Subway	-3	-2	-2	-1	215	263	0	0	0	0	8	8	0	0	0	0	1	1	0	0	36	38	0	0	0	0	0	0	2	2	0	0	0	0	257	309
Bus	-2	-2	-1	-1	6	7	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	3	3	0	0	0	0	18	19
Walk/Other	-80	-67	-1	-1	34	42	0	0	0	0	65	62	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	44	46	0	0	0	0	63	83
Total	-96	-80	-6	-4	287	351	0	0	0	0	98	94	0	0	0	0	2	2	0	0	62	64	0	0	0	0	0	0	53	55	0	0	0	0	400	482
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	-7	-1	15	49	0	0	0	0	6	4	0	0	0	0	10	1	0	0	15	9	0	0	0	0			2	1	0	0	0	0	39	61
Taxi	0	0	-2	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	3	0	0	0	0			1	0	0	0	0	0	5	6
Taxi (Balanced)	0	0	-2	-2	3	3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	7	7	0	0	0	0			1	1	0	0	0	0	11	11
Truck	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	5	5
Total	-2	-2	-9	-3	21	55	0	0	0	0	8	6	0	0	0	0	11	2	0	0	22	16	0	0	0	0			4	3	0	0	0	0	55	77
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-8	-8	0	-1	11	11	0	0	0	0	6	7	0	0	0	0	0	0	0	0	14	15	0	0	0	0			3	2	0	0	0	0	26	26
Taxi	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	4	0	0	0	0			1	1	0	0	0	0	6	7
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	7	7	0	0	0	0			2	2	0	0	0	0	13	13
Truck	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0			1	1	0	0	0	0	4	4
Total	-8	-8	0	-1	15	15	0	0	0	0	8	9	0	0	0	0	1	1	0	0	21	22	0	0	0	0			6	5	0	0	0	0	43	43
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	-1	-8	43	28	0	0	0	0	10	11	0	0	0	0	2	10	0	0	7	13	0	0	0	0			1	2	0	0	0	0	58	52
Taxi	0	0	0	-2	2	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2	3	0	0	0	0			0	1	0	0	0	0	5	5
Taxi (Balanced)	0	0	-2	-2	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5	0	0	0	0			1	1	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	-4	-4	-3	-10	46	31	0	0	0	0	13	14	0	0	0	0	2	10	0	0	12	18	0	0	0	0			2	3	0	0	0	0	68	62
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	-6	-5	-2	-1	20	24	0	0	0	0	7	7	0	0	0	0	1	1	0	0	10	10	0	0	0	0			2	2	0	0	0	0	32	38
Taxi	0	0	0	0	1	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0			1	1	0	0	0	0	8	8
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6	6	0	0	0	0			2	2	0	0	0	0	16	16
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Total	-6	-5	-2	-1	23	27	0	0	0	0	13	13	0	0	0	0	1	1	0	0	16	16	0	0	0	0			4	4	0	0	0	0	49	55

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 49

Land Use: / Size/Units:	Local Retail 18,400 gsf		Office 0 gsf		Residential 181 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -17,940 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	34		0		146		0		0		0		-46		0		0		0		0		0		0		0		0		0		134	
Midday	216		0		74		0		0		0		-38		0		0		0		0		0		0		0		0		0		252	
PM	114		0		162		0		0		0		-50		0		0		0		0		0		0		0		0		0		226	
Saturday	132		0		140		0		0		0		-38		0		0		0		0		0		0		0		0		0		234	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	4	12	0	0	0	0	0	0	-26	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	0	0	26	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	85
Bus	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	14	14	0	0	4	13	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	26
Total	17	17	0	0	35	111	0	0	0	0	0	0	-29	-17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	111
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	12	0	0	4	4	0	0	0	0	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	3	3	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
Bus	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	91	91	0	0	4	4	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	93
Total	108	108	0	0	37	37	0	0	0	0	0	0	-19	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	126
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	11	7	0	0	0	0	0	0	-22	-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	2	0	0	74	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	49
Bus	1	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	48	48	0	0	12	8	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	54
Total	57	57	0	0	99	63	0	0	0	0	0	0	-25	-25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	95
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	7	0	0	7	8	0	0	0	0	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	2	2	0	0	47	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	61
Bus	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	61	50	0	0	7	9	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	57
Total	72	60	0	0	62	78	0	0	0	0	0	0	-19	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	119
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	4	11	0	0	0	0	0	0	-20	-12	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-15	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	5	12	0	0	0	0	0	0	-23	-15	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-17	-2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	6	6	0	0	3	3	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	6	6	0	0	3	3	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-6	-6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	10	6	0	0	0	0	0	0	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	10	6	0	0	0	0	0	0	-19	-19	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-6	-10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	4	4	0	0	4	5	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	4	4	0	0	4	5	0	0	0	0	0	0	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-6	-5

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 50

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-3,134 gsf		18,802 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-34,696 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-6		42		0		0		0		0		0		0		0		0		-270		0		0		0		0		0		-234	
Midday	-38		52		0		0		0		0		0		0		0		0		-320		0		0		0		0		0		-306	
PM	-20		48		0		0		0		0		0		0		0		0		-222		0		0		0		0		0		-194	
Saturday	-24		12		0		0		0		0		0		0		0		0		-230		0		0		0		0		0		-242	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-40	-25	0	0	0	0	0	0	0	0	0	0	-29	-24
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-6	0	0	0	0	0	0	0	0	0	0	-8	-6
Subway	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-99	-61	0	0	0	0	0	0	0	0	0	0	-87	-60
Bus	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-9	0	0	0	0	0	0	0	0	0	0	-10	-9
Walk/Other	-3	-3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	3	-4
Total	-3	-3	39	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-167	-103	0	0	0	0	0	0	0	0	0	0	-131	-103
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-36	-41	0	0	0	0	0	0	0	0	0	0	-38	-42
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-10	0	0	0	0	0	0	0	0	0	0	-9	-10
Subway	-1	-1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-89	-100	0	0	0	0	0	0	0	0	0	0	-89	-99
Bus	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	-15	0	0	0	0	0	0	0	0	0	0	-13	-13
Walk/Other	-16	-16	18	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	-1	8
Total	-19	-19	20	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-151	-169	0	0	0	0	0	0	0	0	0	0	-150	-156
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-35	0	0	0	0	0	0	0	0	0	0	-19	-23
Taxi	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-9	0	0	0	0	0	0	0	0	0	0	-5	-7
Subway	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-45	-84	0	0	0	0	0	0	0	0	0	0	-44	-70
Bus	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-13	0	0	0	0	0	0	0	0	0	0	-7	-7
Walk/Other	-9	-9	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-3	0	0	0	0	0	0	0	0	0	0	-10	-2
Total	-10	-10	3	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-78	-144	0	0	0	0	0	0	0	0	0	0	-85	-109
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-28	0	0	0	0	0	0	0	0	0	0	-26	-28
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	-7	-7
Subway	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-66	-70	0	0	0	0	0	0	0	0	0	0	-64	-68
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-11	0	0	0	0	0	0	0	0	0	0	-9	-10
Walk/Other	-12	-10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-12	-11
Total	-13	-11	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-112	-118	0	0	0	0	0	0	0	0	0	0	-118	-124
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-17	0	0	0	0			0	0	0	0	-18	-16
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-4	0	0	0	0			0	0	0	0	-5	-4
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-11	0	0	0	0			0	0	0	0	-9	-9
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-38	-28	0	0	0	0			0	0	0	0	-27	-25
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-24	-27	0	0	0	0			0	0	0	0	-25	-27
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-7	0	0	0	0			0	0	0	0	-6	-7
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13	0	0	0	0			0	0	0	0	-13	-13
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0			0	0	0	0	-1	-1
Total	-1	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-38	-41	0	0	0	0			0	0	0	0	-39	-41
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-23	0	0	0	0			0	0	0	0	-13	-14
Taxi	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-6	0	0	0	0			0	0	0	0	-3	-4
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0			0	0	0	0	-7	-7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-22	-32	0	0	0	0			0	0	0	0	-20	-21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18	-19	0	0	0	0			0	0	0	0	-17	-19
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0			0	0	0	0	-5	-5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0			0	0	0	0	-10	-10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-28	-29	0	0	0	0			0	0	0	0	-27	-29

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 51

Land Use: / Size/Units:	Local Retail 2,251 gsf		Office 0 gsf		Residential 39 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	4		0		32		0		0		0		0		0		0		0		0		0		0		0		0		0		36	
Midday	26		0		16		0		0		0		0		0		0		0		0		0		0		0		0		0		42	
PM	14		0		36		0		0		0		0		0		0		0		0		0		0		0		0		0		50	
Saturday	16		0		30		0		0		0		0		0		0		0		0		0		0		0		0		0		46	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	6	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	17
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	2	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Total	2	2	0	0	8	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	26
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	12	12	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Total	13	13	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	16	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	11
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	6	6	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
Total	7	7	0	0	21	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	22
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	7	7	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Total	8	8	0	0	13	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	25
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2

Notes:
70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 52

Land Use: / Size/Units:	Local Retail 3,220 gsf		Office 0 gsf		Residential 145 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 11,500 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial -2,520 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	6		0		118		0		0		102		0		0		-6		0		0		0		0		0		0		0		0		220	
Midday	38		0		60		0		0		122		0		0		-4		0		0		0		0		0		0		0		0		216	
PM	20		0		130		0		0		202		0		0		-6		0		0		0		0		0		0		0		0		346	
Saturday	24		0		112		0		0		240		0		0		-2		0		0		0		0		0		0		0		0		374	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	10	0	0	0	0	12	9	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	19
Taxi	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	21	67	0	0	0	0	8	6	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	73
Bus	0	0	0	0	1	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	3	3	0	0	3	11	0	0	0	0	35	25	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	39
Total	3	3	0	0	28	90	0	0	0	0	59	43	0	0	0	0	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	136
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	3	0	0	0	0	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	19
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	1	1	0	0	22	22	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	32
Bus	0	0	0	0	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	16	16	0	0	4	4	0	0	0	0	33	37	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	55
Total	19	19	0	0	30	30	0	0	0	0	57	65	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104	112
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	9	5	0	0	0	0	20	22	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	25
Taxi	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway	0	0	0	0	60	38	0	0	0	0	13	15	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	51
Bus	0	0	0	0	2	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	9	9	0	0	9	6	0	0	0	0	55	63	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	77
Total	10	10	0	0	80	50	0	0	0	0	95	107	0	0	0	0	0	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	161
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	5	7	0	0	0	0	17	16	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	23
Taxi	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Subway	0	0	0	0	38	47	0	0	0	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	56
Bus	0	0	0	0	1	1	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Walk/Other	12	10	0	0	6	7	0	0	0	0	83	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101	96
Total	13	11	0	0	50	62	0	0	0	0	123	117	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	185	189
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	9	0	0	0	0	8	6	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	8	15
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	0	0	0	0	4	10	0	0	0	0	10	8	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	11	18
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	2	2	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	13	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	8	4	0	0	0	0	13	14	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0			0	0	0	0	22	16
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	8	4	0	0	0	0	17	18	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0			0	0	0	0	26	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	4	0	0	0	0	9	8	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	12	12
Taxi	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	3	4	0	0	0	0	15	14	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0			0	0	0	0	18	18

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 53

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	5,152 gsf		0 gsf		18 DU		0 gsf		0 gsf		0 gsf		-2,325 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	10		0		16		0		0		0		-6		0		0		0		0		0		0		0		0		0		20	
Midday	60		0		8		0		0		0		-6		0		0		0		0		0		0		0		0		0		62	
PM	32		0		16		0		0		0		-6		0		0		0		0		0		0		0		0		0		42	
Saturday	38		0		14		0		0		0		-6		0		0		0		0		0		0		0		0		0		46	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	1	0	0	0	0	0	0	-4	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	4	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Total	5	5	0	0	4	12	0	0	0	0	0	0	-4	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
Total	30	30	0	0	4	4	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	14	14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Total	16	16	0	0	9	7	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	18	14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	15
Total	21	17	0	0	7	7	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	21
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	1	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	1	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 54

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	1,656 gsf		-1,800 gsf		16 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	4		-4		14		0		0		0		0		0		0		0		0		0		0		0		0		0		14	
Midday	20		-6		6		0		0		0		0		0		0		0		0		0		0		0		0		0		20	
PM	10		-6		14		0		0		0		0		0		0		0		0		0		0		0		0		0		18	
Saturday	12		-2		12		0		0		0		0		0		0		0		0		0		0		0		0		0		22	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-2	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Total	2	2	-4	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	9	9	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	10	10	-3	-3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	-2	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2
Bus	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	4	4	0	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Total	5	5	0	-6	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-1	-1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	6	6	-1	-1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 55

Land Use: / Size/Units:	Local Retail 6,501 gsf		Office 0 gsf		Residential 13 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -4,480 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	12		0		10		0		0		0		-12		0		0		0		0		0		0		0		0		0		10	
Midday	76		0		6		0		0		0		-10		0		0		0		0		0		0		0		0		0		72	
PM	40		0		12		0		0		0		-12		0		0		0		0		0		0		0		0		0		40	
Saturday	48		0		10		0		0		0		-10		0		0		0		0		0		0		0		0		0		48	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	1	0	0	0	0	0	0	-7	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	0	1	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6
Total	6	6	0	0	2	8	0	0	0	0	0	0	-8	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
Total	38	38	0	0	3	3	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	36
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	17	17	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
Total	20	20	0	0	6	6	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	0	1	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Bus	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	22	18	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	19
Total	27	21	0	0	4	6	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	22
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	1	0	0	0	0	0	0	-5	-3	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	1	0	0	0	0	0	0	-5	-3	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	0	0	0	1	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	0	0	0	1	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 56

Land Use: / Size/Units:	Local Retail 0 gsf		Office -3,800 gsf		Residential 80 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair -11,400 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		-8		66		0		0		0		-30		0		0		0		0		0		0		0		0		0		28	
Midday	0		-10		32		0		0		0		-24		0		0		0		0		0		0		0		0		0		-2	
PM	0		-10		72		0		0		0		-32		0		0		0		0		0		0		0		0		0		30	
Saturday	0		-4		62		0		0		0		-24		0		0		0		0		0		0		0		0		0		34	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	2	5	0	0	0	0	0	0	-16	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	-3	0	12	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	38
Bus	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Walk/Other	0	0	-2	0	2	6	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	5
Total	0	0	-8	0	16	50	0	0	0	0	0	0	-19	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	39
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-4	-6	2	2	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-5
Total	0	0	-4	-6	16	16	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-3	5	3	0	0	0	0	0	0	-14	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	0	-4	33	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	17
Bus	0	0	0	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	-2	5	3	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Total	0	0	0	-10	44	28	0	0	0	0	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	3	4	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	-1	-1	21	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	24
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	-1	0	3	4	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Total	0	0	-3	-1	28	34	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	21
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	2	4	0	0	0	0	0	0	-12	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	-2	0	2	4	0	0	0	0	0	0	-15	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-2	4	3	0	0	0	0	0	0	-11	-11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	-2	4	3	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-12
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	2	3	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-1	0	2	3	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-7

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 57

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-5,069 gsf		41,433 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	-10		90		0		0		0		0		0		0		0		0		0		0		0		0		0		0		80	
Midday	-60		112		0		0		0		0		0		0		0		0		0		0		0		0		0		0		52	
PM	-32		104		0		0		0		0		0		0		0		0		0		0		0		0		0		0		72	
Saturday	-36		28		0		0		0		0		0		0		0		0		0		0		0		0		0		0		-8	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1
Taxi	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Subway	0	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2
Bus	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
Walk/Other	-4	-4	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-3
Total	-5	-5	84	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	-1	-1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
Bus	-1	-1	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
Walk/Other	-25	-25	36	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	32
Total	-30	-30	43	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	39
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	1	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	26
Taxi	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Subway	0	0	2	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32
Bus	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
Walk/Other	-14	-14	1	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	7
Total	-16	-16	5	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	83
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	-1	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	-17	-14	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-12
Total	-20	-16	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-5
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	18	1
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	0
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	-1	-1	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	22	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-2	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Total	-2	-2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	21
Taxi	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	4
Taxi (Balanced)	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	5	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	4	25
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	-1	-1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	1
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	-1	-1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	5	3

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 58

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		10,350 gsf		16 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		-7,416 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		22		14		0		0		0		0		0		0		0		0		0		0		0		-14		0		0		22	
Midday	0		28		6		0		0		0		0		0		0		0		0		0		0		0		-30		0		0		4	
PM	0		26		14		0		0		0		0		0		0		0		0		0		0		0		-18		0		0		22	
Saturday	0		8		12		0		0		0		0		0		0		0		0		0		0		0		-18		0		0		2	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	8	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	9
Bus	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	2	0
Walk/Other	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-5	0	0	0	0	-4	-4
Total	0	0	22	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-5	0	0	0	0	16	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0
Walk/Other	0	0	9	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-11	0	0	0	0	-6	4
Total	0	0	11	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-17	-13	0	0	0	0	-3	7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	1	8
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	9	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13
Bus	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	2
Walk/Other	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-12	0	0	0	0	-3	-6
Total	0	0	0	26	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-14	0	0	0	0	4	18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Bus	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	-1
Walk/Other	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-9	0	0	0	0	-5	-7
Total	0	0	5	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-10	0	0	0	0	3	-1
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	5	1
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	6	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			-1	-1	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			-1	-1	0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	-1	0	0	0	0	1	6
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	-1	0	0	0	0	2	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 59

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		36,297 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-36,297 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	0		78		0		0		0		0		0		0		0		-50		0		0		0		0		0		0		28	
Midday	0		98		0		0		0		0		0		0		0		-42		0		0		0		0		0		0		56	
PM	0		92		0		0		0		0		0		0		0		-54		0		0		0		0		0		0		38	
Saturday	0		24		0		0		0		0		0		0		0		-14		0		0		0		0		0		0		10	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	-2	0	0	0	0	0	0	0	0	0	0	0	0	7	-1
Taxi	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Subway	0	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18	-2	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Bus	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-1	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Walk/Other	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-1	0	0	0	0	0	0	0	0	0	0	0	0	8	0
Total	0	0	73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-44	-6	0	0	0	0	0	0	0	0	0	0	0	0	29	-1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	-5	-4
Bus	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	0	0	32	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	28	45
Total	0	0	39	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0	0	18	38
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-15	0	0	0	0	0	0	0	0	0	0	0	0	-1	10
Taxi	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Subway	0	0	1	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-19	0	0	0	0	0	0	0	0	0	0	0	0	-2	10
Bus	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Walk/Other	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	4	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-47	0	0	0	0	0	0	0	0	0	0	0	0	-3	41
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Bus	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	8	2
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-2	0	0	0	0	0	0			0	0	0	0	6	-1
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	0
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	0	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-4	0	0	0	0	0	0			0	0	0	0	8	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0			0	0	0	0	-4	-4
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0			0	0	0	0	-3	-3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-12	0	0	0	0	0	0			0	0	0	0	-1	8
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	3
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-12	0	0	0	0	0	0			0	0	0	0	2	11
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	1	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	2	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 60

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	5,750 gsf		0 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	12		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		12	
Midday	68		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		68	
PM	36		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		36	
Saturday	42		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		42	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
Total	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Total	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	19	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	16
Total	23	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	19
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	2	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 61

Land Use: / Size/Units:	Local Retail 0 gsf		Office 0 gsf		Residential 66 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse -15,570 gsf		Medical Office 0 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																																		
AM	0		0		54		0		0		0		0		0		0		-22		0		0		0		0		0		0		0		32	
Midday	0		0		28		0		0		0		0		0		0		-18		0		0		0		0		0		0		0		10	
PM	0		0		60		0		0		0		0		0		0		-24		0		0		0		0		0		0		0		36	
Saturday	0		0		52		0		0		0		0		0		0		-6		0		0		0		0		0		0		0		46	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	-7	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	31	0	0	0	0	0	0	0	0	0	0	0	0	-8	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	30
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	1
Walk/Other	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	5
Total	0	0	0	0	13	41	0	0	0	0	0	0	0	0	0	0	0	0	-20	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	39
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	27	18	0	0	0	0	0	0	0	0	0	0	0	0	-1	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	10
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-2
Walk/Other	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Total	0	0	0	0	36	24	0	0	0	0	0	0	0	0	0	0	0	0	-3	-21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	18	21	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	20
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	24	28	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	25
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0			0	0	0	0	0	0	-4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	-1	-1
Total	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	-6	-2	0	0	0	0	0	0			0	0	0	0	0	0	-5	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	0	0	3	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	0	0	3	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	0	0	1	1

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 62

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	9,432 gsf		0 gsf		34 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-11,945 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	18		0		28		0		0		0		0		0		0		-16		0		0		0		0		0		0		30	
Midday	110		0		14		0		0		0		0		0		0		-14		0		0		0		0		0		0		110	
PM	58		0		30		0		0		0		0		0		0		-18		0		0		0		0		0		0		70	
Saturday	68		0		26		0		0		0		0		0		0		-6		0		0		0		0		0		0		88	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	-3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	5	16	0	0	0	0	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	8	8	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11
Total	9	9	0	0	7	21	0	0	0	0	0	0	0	0	0	0	0	0	-14	-2	0	0	0	0	0	0	0	0	0	0	0	0	2	28
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	46	46	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	46	46
Total	55	55	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	55	55
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	4	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	15	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	24	24	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	26	22
Total	29	29	0	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	-2	-16	0	0	0	0	0	0	0	0	0	0	0	0	46	24
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	9	11
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	31	26	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	31	27
Total	37	31	0	0	11	15	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	45	43
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-4	-1	0	0	0	0	0	0			0	0	0	0	-2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-5	-2	0	0	0	0	0	0			0	0	0	0	-3	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0			0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	3	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0			0	0	0	0	3	-2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0			0	0	0	0	2	2

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Site 63

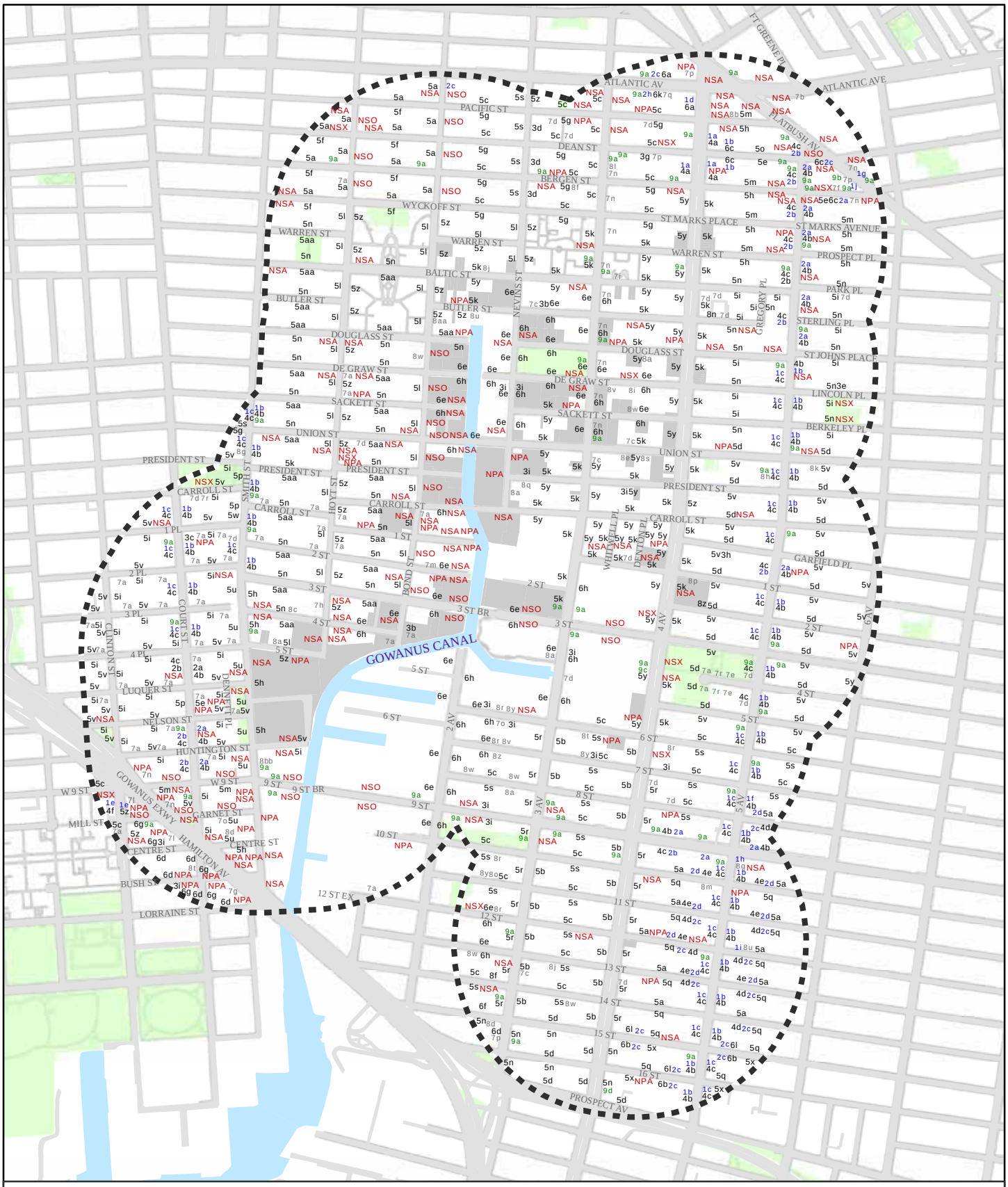
Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		School (Grade K-4 Students)		School Staff		Parents (Grades K-5 Students)		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	6,095 gsf		0 gsf		165 DU		0 gsf		0 gsf		0 gsf		-23,042 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 students 0 gsf		0 staff		0 parents		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																																		
AM	12		0		134		0		0		0		-60		0		0		0		0		0		0		0		0		0		86	
Midday	72		0		68		0		0		0		-50		0		0		0		0		0		0		0		0		0		90	
PM	38		0		148		0		0		0		-64		0		0		0		0		0		0		0		0		0		122	
Saturday	44		0		128		0		0		0		-48		0		0		0		0		0		0		0		0		0		124	
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	11	0	0	0	0	0	0	-33	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-29	-7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1
Subway	0	0	0	0	25	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	76
Bus	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Walk/Other	5	5	0	0	4	12	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	15
Total	6	6	0	0	33	101	0	0	0	0	0	0	-38	-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	85
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	4	4	0	0	0	0	0	0	-22	-22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	-14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	30	30	0	0	4	4	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
Total	36	36	0	0	34	34	0	0	0	0	0	0	-25	-25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	10	6	0	0	0	0	0	0	-27	-27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-19
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Subway	1	1	0	0	68	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	44
Bus	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	16	16	0	0	11	7	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	20
Total	19	19	0	0	91	57	0	0	0	0	0	0	-32	-32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	44
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	6	8	0	0	0	0	0	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-12	-11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	1	1	0	0	44	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	54
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	20	17	0	0	7	8	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	23
Total	24	20	0	0	58	70	0	0	0	0	0	0	-24	-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	66
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	3	10	0	0	0	0	0	0	-25	-15	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-21	-4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-3	-3
Truck	0	0	0	0	1	1	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	4	11	0	0	0	0	0	0	-29	-19	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-24	-7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	2	0	0	3	3	0	0	0	0	0	0	-17	-17	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-12	-12
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Total	2	2	0	0	3	3	0	0	0	0	0	0	-20	-20	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-15	-15
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	1	1	0	0	9	5	0	0	0	0	0	0	-21	-21	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-11	-15
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-4	-4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	1	1	0	0	9	5	0	0	0	0	0	0	-25	-25	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-15	-19
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			In	Out	In	Out	In	Out
Auto	2	1	0	0	4	5	0	0	0	0	0	0	-16	-16	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-10	-10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	0
Total	2	1	0	0	4	5	0	0	0	0	0	0	-18	-18	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	-12	-12

Notes:

70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

Appendix G-2
Level of Service Tables and Parking Regulations

Study Area On-Street Parking Regulations



Legend

Parking Regulations

Study Area

0 0.15 0.3 0.45 0.6 Miles

TABLE G-1
EXISTING INTERSECTION LEVEL OF SERVICE ANALYSIS

Signalized Intersections	Existing AM Peak Hour					Existing Midday Peak Hour					Existing PM Peak Hour					Existing SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Court Street &	EB	R	0.27	16.6	B	EB	R	0.28	16.7	B	EB	R	0.28	16.7	B	EB	R	0.29	16.8	B
Baltic Street	SB	T	0.53	11.8	B	SB	T	0.44	10.8	B	SB	T	0.67	14.0	B	SB	T	0.51	11.5	B
Court Street &	EB	TR	0.50	20.8	C	EB	TR	0.64	24.7	C	EB	TR	0.66	25.4	C	EB	TR	0.74	29.1	C
Union Street	SB	T	0.49	11.4	B	SB	T	0.41	10.4	B	SB	T	0.60	12.8	B	SB	T	0.45	10.9	B
Court Street &	WB	TR	0.66	24.1	C	WB	TR	0.29	16.9	B	WB	TR	0.31	18.2	B	WB	TR	0.42	17.8	B
4th Place	SB	TR	0.56	12.2	B	SB	TR	0.43	10.6	B	SB	TR	0.57	12.3	B	SB	TR	0.52	11.7	B
Court Street &	WB	T	0.67	13.6	B	WB	T	0.51	9.7	A	WB	T	0.64	20.3	C	WB	T	0.70	19.4	B
Hamilton Avenue WB	SB	TR	0.72	46.8	D	SB	TR	0.62	45.5	D	SB	TR	0.69	35.3	D	SB	TR	0.51	33.2	C
Smith Street &	EB	TR	0.49	22.7	C	EB	TR	0.55	12.8	B	EB	TR	0.67	16.9	B	EB	TR	0.64	26.5	C
Union Street	NB	TR	0.96	50.6	D *	NB	TR	0.80	28.4	C	NB	TR	0.85	33.2	C	NB	TR	1.01	62.5	E *
Smith Street &	WB	R	0.91	53.2	D *	WB	R	0.49	20.7	C	WB	R	0.61	25.0	C	WB	R	0.63	25.4	C
3rd Street	NB	TR	0.88	32.3	C	NB	TR	0.84	28.3	C	NB	TR	0.75	22.2	C	NB	TR	1.01	56.7	E *
Smith Street &	WB	T	0.61	25.2	C	WB	T	0.54	27.6	C	WB	T	0.51	24.7	C	WB	T	0.65	25.9	C
9th Street	WB	R	0.88	52.1	D	WB	R	0.23	22.2	C	WB	R	0.35	22.9	C	WB	R	0.43	22.3	C
	NB	LT	0.80	28.5	C	NB	LT	0.64	21.6	C	NB	LT	0.61	20.3	C	NB	LT	0.74	24.7	C
	NB	R	0.52	19.7	B	NB	R	0.47	18.4	B	NB	R	0.60	21.4	C	NB	R	0.58	21.1	C
Smith Street &	EB	L	0.70	78.9	E *	EB	L	0.79	76.0	E *	EB	L	0.83	79.9	E *	EB	L	0.91	91.0	F *
Hamilton Avenue WB	WB	TR	0.92	28.6	C *	WB	TR	0.71	22.3	C	WB	TR	0.72	22.6	C	WB	TR	0.88	29.6	C
	NB	L	0.04	37.4	D	NB	L	0.10	38.2	D	NB	L	0.06	37.6	D	NB	L	0.07	36.3	D
	NB	T	0.37	43.6	D	NB	T	0.27	41.0	D	NB	T	0.34	42.1	D	NB	T	0.23	38.6	D
Hoyt Street &	EB	TR	0.34	18.3	B	EB	TR	0.41	25.3	C	EB	TR	0.36	18.5	B	EB	TR	0.41	19.4	B
Baltic Street	WB	L	0.47	21.4	C	WB	L	0.28	10.7	B	WB	L	0.31	20.8	C	WB	L	0.36	23.5	C
	SB	LT	0.41	10.6	B	SB	LT	0.35	12.8	B	SB	LT	0.51	12.1	B	SB	LT	0.50	11.9	B
Hoyt Street &	EB	TR	0.90	52.1	D *	EB	TR	0.71	33.2	C	EB	TR	1.04	75.4	E *	EB	TR	1.02	73.1	E *
Union Street	SB	LT	0.43	11.4	B	SB	LT	0.30	9.5	A	SB	LT	0.43	11.3	B	SB	LT	0.50	12.3	B
Bond St &	EB	TR	0.33	16.8	B	EB	TR	0.36	15.6	B	EB	TR	0.40	23.0	C	EB	TR	0.41	23.3	C
Baltic Street	NB	LTR	0.83	22.8	C	NB	LTR	0.52	15.6	B	NB	LTR	0.63	14.3	B	NB	LTR	0.69	15.8	B
Bond St &	EB	LT	0.70	14.5	B	EB	LT	0.59	10.6	B	EB	LT	0.81	16.0	B	EB	LT	0.90	26.2	C *
Union Street	NB	TR	0.60	17.2	B	NB	TR	0.32	13.3	B	NB	TR	0.39	13.3	B	NB	TR	0.58	17.8	B
Bond St &	EB	LT	0.33	10.0	B	EB	LT	0.40	10.7	B	EB	LT	0.47	11.7	B	EB	LT	0.49	12.2	B
3rd Street	WB	TR	0.99	46.1	D *	WB	TR	0.48	11.7	B	WB	TR	0.55	12.9	B	WB	TR	0.69	16.5	B
	NB	LTR	0.42	19.2	B	NB	LTR	0.25	16.6	B	NB	LTR	0.38	18.2	B	NB	LTR	0.30	17.0	B
Nevins Street &	EB	TR	0.32	21.8	C	EB	TR	0.34	21.2	C	EB	TR	0.39	23.1	C	EB	TR	0.60	23.6	C
Union Street	NB	R	0.07	14.8	B	NB	R	0.10	15.0	B	NB	R	0.07	14.7	B	NB	R	0.11	15.1	B
	SB	LT	0.23	16.5	B	SB	LT	0.30	17.5	B	SB	LT	0.58	23.2	C	SB	LT	0.31	17.6	B
2nd Avenue &	EB	LTR	0.35	31.4	C	EB	LTR	0.33	31.2	C	EB	LTR	0.45	32.3	C	EB	LTR	0.40	30.6	C
9th Street	WB	L	0.09	11.1	B	WB	L	0.10	11.2	B	WB	L	0.08	11.0	B	WB	L	0.05	10.7	B
	WB	TR	0.74	22.6	C	WB	TR	0.62	18.4	B	WB	TR	0.57	17.2	B	WB	TR	0.85	30.3	C
	NB	LTR	0.40	14.9	B	NB	LTR	0.18	11.9	B	NB	LTR	0.25	12.6	B	NB	LTR	0.35	13.9	B
	SB	LTR	0.23	12.5	B	SB	LTR	0.16	11.6	B	SB	LTR	0.33	13.4	B	SB	LTR	0.22	12.2	B

Signalized Intersections	Existing AM Peak Hour					Existing Midday Peak Hour					Existing PM Peak Hour					Existing SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
3rd Avenue &	EB	LTR	0.43	49.0	D	EB	LTR	0.33	37.0	D	EB	LTR	0.62	69.8	E *	EB	LTR	0.57	67.1	E *
Baltic Street	NB	TR	0.30	38.6	D	NB	TR	0.28	29.5	C	NB	TR	0.31	28.2	C	NB	TR	0.27	27.6	C
	SB	LT	0.32	40.1	D	SB	LT	0.40	33.2	C	SB	LT	0.40	31.6	C	SB	LT	0.45	32.7	C
3rd Avenue &	EB	LTR	0.11	46.2	D	EB	LTR	0.13	58.5	E *	EB	LTR	0.34	80.1	F *	EB	LTR	0.24	69.8	E *
Douglass Street	NB	TR	0.33	33.9	C	NB	TR	0.25	11.6	B	NB	TR	0.31	15.4	B	NB	TR	0.35	20.1	C
	SB	LT	0.31	34.2	C	SB	LT	0.31	12.9	B	SB	LT	0.33	16.3	B	SB	LT	0.38	21.4	C
3rd Avenue &	EB	LTR	0.77	91.3	F *	EB	LTR	0.88	92.0	F *	EB	LTR	1.05	156.0	F *	EB	LTR	1.05	153.9	F *
Union Street	WB	LR	0.52	59.0	E *	WB	LR	0.71	80.4	F *	WB	LR	0.72	81.0	F *	WB	LR	1.05	157.7	F *
	NB	TR	0.57	31.5	C	NB	TR	0.49	21.1	C	NB	TR	0.55	21.1	C	NB	TR	0.62	28.2	C
	SB	LT	0.26	23.2	C	SB	LT	0.38	18.8	B	SB	LT	0.36	16.7	B	SB	LT	0.41	21.8	C
3rd Avenue &	EB	LTR	0.65	95.3	F *	EB	LTR	0.53	64.0	E *	EB	LTR	0.88	117.5	F *	EB	LTR	0.99	134.3	F *
Caroll Street	NB	TR	0.58	8.9	A	NB	TR	0.49	31.0	C	NB	TR	0.66	14.8	B	NB	TR	0.69	13.3	B
	SB	LT	0.46	18.9	B	SB	LT	0.50	19.9	B	SB	LT	0.47	19.2	B	SB	LT	0.69	31.8	C
3rd Avenue &	EB	LTR	0.06	72.6	E *	EB	LTR	0.05	50.8	D	EB	LTR	0.06	72.6	E *	EB	LTR	0.05	64.9	E *
1st Street/Driveway	WB	LTR	0.67	100.2	F *	WB	LTR	0.36	59.0	E *	WB	LTR	0.39	82.8	F *	WB	LTR	0.52	80.9	F *
	NB	LTR	0.61	14.5	B	NB	LTR	0.48	13.6	B	NB	LTR	0.60	12.1	B	NB	LTR	0.67	11.9	B
	SB	L	0.05	9.7	A	SB	L	0.04	8.5	A	SB	L	0.05	8.8	A	SB	L	0.09	11.3	B
	SB	TR	0.47	14.2	B	SB	TR	0.53	17.7	B	SB	TR	0.52	18.6	B	SB	TR	0.66	18.9	B
3rd Avenue &	EB	L	0.34	87.2	F *	EB	L	0.37	59.1	E *	EB	L	0.43	78.7	E *	EB	L	0.43	78.8	E *
3rd Street	EB	TR	0.72	99.4	F *	EB	TR	0.78	76.4	E *	EB	TR	0.98	128.4	F *	EB	TR	1.05	147.3	F *
	WB	LTR	1.05	154.3	F *	WB	LTR	0.76	75.5	E *	WB	LTR	0.91	114.1	F *	WB	LTR	1.05	101.3	F *
	NB	L	0.85	56.6	E *	NB	L	0.43	29.4	C	NB	L	0.47	34.1	C	NB	L	1.05	123.0	F *
	NB	TR	0.60	29.6	C	NB	TR	0.53	29.4	C	NB	TR	0.65	37.8	D	NB	TR	0.80	48.8	D
	SB	L	0.08	11.3	B	SB	L	0.10	10.3	B	SB	L	0.09	13.0	B	SB	L	0.12	15.6	B
	SB	TR	0.66	19.5	B	SB	TR	0.67	26.9	C	SB	TR	0.66	26.6	C	SB	TR	0.86	30.4	C
3rd Avenue &	EB	L	0.75	80.7	F *	EB	L	0.38	41.2	D	EB	L	0.36	45.9	D	EB	L	0.38	43.1	D
9th Street	EB	TR	0.47	44.1	D	EB	TR	0.35	36.7	D	EB	TR	0.50	44.7	D	EB	TR	0.41	37.9	D
	WB	L	0.26	40.9	D	WB	L	0.25	35.9	D	WB	L	0.31	42.7	D	WB	L	0.42	40.9	D
	WB	TR	0.96	86.5	F *	WB	TR	0.78	55.9	E *	WB	TR	0.88	72.9	E *	WB	TR	0.97	81.5	F *
	NB	L	0.25	14.8	B	NB	L	0.21	17.6	B	NB	L	0.11	12.7	B	NB	L	0.27	19.4	B
	NB	TR	0.46	16.3	B	NB	TR	0.68	27.3	C	NB	TR	0.76	27.3	C	NB	TR	0.45	19.3	B
	SB	L	0.21	15.0	B	SB	L	0.23	17.4	B	SB	L	0.27	15.7	B	SB	L	0.16	16.5	B
	SB	TR	0.58	20.3	C	SB	TR	0.76	31.3	C	SB	TR	0.64	21.7	C	SB	TR	0.84	36.5	D
3rd Avenue &	WB	L	0.86	64.2	E *	WB	L	0.68	48.8	D	WB	L	0.95	75.9	E *	WB	L	0.75	56.6	E *
Prospect Avenue	WB	LT	1.05	115.6	F *	WB	LT	0.43	44.3	D	WB	LT	0.56	53.7	D	WB	LT	0.73	61.5	E *
	WB	R	0.26	46.7	D	WB	R	0.12	38.4	D	WB	R	0.16	44.4	D	WB	R	0.21	45.3	D
	NB	LT	0.88	29.2	C	NB	LT	0.85	43.9	D	NB	LT	0.80	56.1	E *	NB	LT	0.99	51.3	D *
	NB	T	0.54	5.4	A	NB	T	0.37	11.8	B	NB	T	0.42	9.1	A	NB	T	0.42	3.3	A
	SB (3rd Ave)	T	0.16	42.5	D	SB (3rd Ave)	T	0.25	37.1	D	SB (3rd Ave)	T	0.27	36.0	D	SB (3rd Ave)	T	0.18	34.2	C
	SB (On-Ramp)	TR	0.95	82.3	F *	SB (On-Ramp)	TR	0.82	56.3	E *	SB (On-Ramp)	TR	0.80	52.3	D	SB (On-Ramp)	TR	0.79	52.1	D
3rd Avenue &	EB	LTR	0.73	58.5	E *	EB	LTR	0.83	62.7	E *	EB	LTR	0.80	59.1	E *	EB	LTR	0.69	57.4	E *
17th Street	NB	TR	0.54	17.1	B	NB	TR	0.37	14.7	B	NB	TR	0.48	21.4	C	NB	TR	0.50	15.0	B
	SB	L	0.11	43.3	D	SB	L	0.22	49.7	D	SB	L	0.06	85.9	F *	SB	L	0.28	48.3	D
	SB	T	0.05	20.4	C	SB	T	0.07	20.7	C	SB	T	0.10	1.5	A	SB	T	0.13	4.2	A
4th Avenue &	EB	LTR	0.08	14.4	B	EB	LTR	0.19	22.9	C	EB	LTR	0.47	31.6	C	EB	LTR	0.31	24.8	C
St. Marks Place	NB	TR	0.79	36.9	D	NB	TR	0.44	20.0	B	NB	TR	0.54	18.8	B	NB	TR	0.55	21.8	C
	SB	L	0.28	32.7	C	SB	L	0.09	16.6	B	SB	L	0.11	14.7	B	SB	L	0.23	20.3	C
	SB	T	0.53	30.2	C	SB	T	0.37	19.3	B	SB	T	0.61	20.7	C	SB	T	0.36	19.0	B

Signalized Intersections	Existing AM Peak Hour					Existing Midday Peak Hour					Existing PM Peak Hour					Existing SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
4th Avenue &	EB	LTR	0.84	56.5	E *	EB	LTR	0.54	23.8	C	EB	LTR	0.99	85.5	F *	EB	LTR	0.70	18.8	B
Union Street	WB	LTR	1.05	108.7	F *	WB	LTR	0.46	22.0	C	WB	LTR	0.84	68.4	E *	WB	LTR	0.48	22.3	C
	NB	TR	0.52	13.4	B	NB	TR	0.52	27.9	C	NB	TR	0.50	13.1	B	NB	TR	0.73	33.0	C
	SB	L	0.12	10.8	B	SB	L	0.08	22.6	C	SB	L	0.17	11.4	B	SB	L	0.39	36.6	D
	SB	TR	0.46	12.8	B	SB	TR	0.55	29.2	C	SB	TR	0.68	16.7	B	SB	TR	0.74	34.6	C
4th Avenue &	EB	LTR	0.46	37.3	D	EB	LTR	0.20	20.1	C	EB	LTR	0.77	59.9	E *	EB	LTR	0.38	17.0	B
Caroll Street	NB	TR	0.81	22.7	C	NB	TR	0.75	35.8	D	NB	TR	0.67	17.7	B	NB	TR	1.05	77.1	E *
	SB	L	0.20	13.6	B	SB	L	0.21	26.8	C	SB	L	0.16	12.0	B	SB	L	0.84	118.3	F *
	SB	T	0.54	15.0	B	SB	T	0.58	30.5	C	SB	T	0.70	18.4	B	SB	T	0.75	35.5	D
4th Avenue &	EB	LTR	0.87	62.4	E *	EB	LTR	0.64	39.9	D	EB	LTR	1.00	81.3	F *	EB	LTR	0.62	20.5	C
3rd Street	NB	L	0.71	28.8	C	NB	L	0.56	23.2	C	NB	L	0.49	21.7	C	NB	L	0.69	33.1	C
	NB	TR	0.93	31.8	C *	NB	TR	0.68	21.3	C	NB	TR	0.50	9.6	A	NB	TR	0.84	28.9	C
	SB	TR	0.77	25.8	C	SB	TR	0.73	30.5	C	SB	TR	0.90	31.4	C *	SB	TR	0.83	35.0	C
4th Avenue &	EB	LT	0.83	63.9	E *	EB	LT	0.51	33.5	C	EB	LT	0.93	75.1	E *	EB	LT	0.48	32.0	C
9th Street	EB	R	0.10	31.6	C	EB	R	0.16	25.7	C	EB	R	0.19	31.7	C	EB	R	0.09	24.7	C
	WB	L	0.48	44.3	D	WB	L	0.37	31.0	C	WB	L	0.59	50.5	D	WB	L	0.28	28.8	C
	WB	T	0.66	45.9	D	WB	T	0.55	34.3	C	WB	T	0.65	43.9	D	WB	T	0.62	36.0	D
	WB	R	0.39	38.6	D	WB	R	0.12	25.1	C	WB	R	0.18	31.7	C	WB	R	0.05	24.1	C
	NB	L	0.31	25.8	C	NB	L	0.24	31.3	C	NB	L	0.33	39.4	D	NB	L	0.30	37.3	D
	NB	TR	0.98	45.6	D *	NB	TR	0.75	29.6	C	NB	TR	0.67	21.6	C	NB	TR	0.89	37.3	D
	SB	TR	0.68	27.5	C	SB	TR	0.75	36.6	D	SB	TR	0.93	43.6	D *	SB	TR	0.83	44.9	D
4th Avenue &	WB	LTR	1.02	76.1	E *	WB	LTR	0.85	52.2	D	WB	LTR	1.05	91.3	F *	WB	LTR	0.95	62.5	E *
Prospect Avenue	NB	L	0.53	10.1	B	NB	L	0.36	4.3	A	NB	L	0.38	8.7	A	NB	L	0.36	4.6	A
	NB	T	0.60	1.6	A	NB	T	0.37	1.4	A	NB	T	0.47	1.6	A	NB	T	0.41	1.8	A
	SB	TR	0.58	31.2	C	SB	TR	0.49	24.2	C	SB	TR	0.69	27.4	C	SB	TR	0.45	23.5	C
4th Avenue &	EB	LTR	0.54	43.0	D	EB	LTR	0.92	58.6	E *	EB	LTR	0.71	43.2	D	EB	LTR	0.89	54.4	D
17th Street	NB	T	0.80	26.3	C	NB	T	0.90	48.5	D *	NB	T	0.89	43.0	D	NB	T	0.83	40.7	D
	NB	R	0.17	13.9	B	NB	R	0.37	28.3	C	NB	R	0.33	24.2	C	NB	R	0.46	30.9	C
	SB	L	0.72	40.8	D	SB	L	0.66	31.9	C	SB	L	0.78	39.3	D	SB	L	0.78	42.8	D
	SB	T	0.29	2.1	A	SB	T	0.36	4.1	A	SB	T	0.49	5.9	A	SB	T	0.37	4.8	A
5th Avenue &	EB	LTR	0.54	22.6	C	EB	LTR	0.45	20.1	C	EB	LTR	0.59	23.3	C	EB	LTR	0.63	25.2	C
Union Street	WB	LTR	0.77	32.3	C	WB	LTR	0.52	22.1	C	WB	LTR	0.46	20.6	C	WB	LTR	0.56	22.8	C
	NB	LTR	0.71	28.9	C	NB	LTR	0.51	21.5	C	NB	LTR	0.83	35.7	D	NB	LTR	0.80	34.3	C
	SB	LTR	0.53	22.2	C	SB	LTR	0.54	22.6	C	SB	LTR	0.57	23.1	C	SB	LTR	0.61	24.6	C
5th Avenue &	EB	LTR	0.68	39.5	D	EB	LTR	0.54	32.2	C	EB	LTR	0.55	32.7	C	EB	LTR	0.88	60.0	E *
3rd Street	NB	TR	0.70	23.7	C	NB	TR	0.53	17.9	B	NB	TR	0.84	31.7	C	NB	TR	0.81	30.0	C
	SB	LT	0.47	16.7	B	SB	LT	0.39	15.3	B	SB	LT	0.54	18.3	B	SB	LT	0.46	16.5	B
5th Avenue &	EB	L	0.19	17.2	B	EB	L	0.20	17.2	B	EB	L	0.19	16.9	B	EB	L	0.30	19.4	B
9th Street	EB	TR	0.43	19.8	B	EB	TR	0.35	18.5	B	EB	TR	0.47	20.4	C	EB	TR	0.48	20.7	C
	WB	L	0.15	15.9	B	WB	L	0.17	16.1	B	WB	L	0.21	17.1	B	WB	L	0.18	16.6	B
	WB	TR	0.74	30.4	C	WB	TR	0.64	25.8	C	WB	TR	0.58	23.4	C	WB	TR	0.69	27.3	C
	NB	L	0.26	18.2	B	NB	L	0.24	18.0	B	NB	L	0.28	19.0	B	NB	L	0.28	18.9	B
	NB	TR	0.58	23.4	C	NB	TR	0.58	23.1	C	NB	TR	0.69	27.0	C	NB	TR	0.72	28.5	C
	SB	L	0.10	15.4	B	SB	L	0.15	16.2	B	SB	L	0.16	16.6	B	SB	L	0.20	17.4	B
	SB	TR	0.59	23.9	C	SB	TR	0.57	23.2	C	SB	TR	0.58	23.2	C	SB	TR	0.67	26.5	C
Atlantic Avenue &	EB	T	0.64	24.5	C	EB	T	0.61	18.4	B	EB	T	0.73	24.2	C	EB	T	0.62	20.8	C
Bond St	WB	TR	0.84	20.8	C	WB	TR	0.66	10.0	A	WB	TR	0.73	24.6	C	WB	TR	0.67	18.8	B
	NB	LTR	1.04	94.8	F *	NB	LTR	1.01	84.5	F *	NB	LTR	1.05	101.8	F *	NB	LTR	1.05	102.2	F *

Signalized Intersections	Existing AM Peak Hour						Existing Midday Peak Hour						Existing PM Peak Hour						Existing SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Atlantic Avenue &	EB	TR	0.75	11.8	B		EB	TR	0.78	22.2	C		EB	TR	0.91	19.0	B	*	EB	TR	0.90	21.3	C	*
Nevins St	WB	LT	1.05	44.0	D	*	WB	LT	0.87	28.4	C		WB	LT	1.05	68.6	E	*	WB	LT	1.05	62.0	E	*
	SB	L	0.16	32.1	C		SB	L	0.17	28.1	C		SB	L	0.22	35.9	D		SB	L	0.19	35.2	D	
	SB	TR	0.54	41.1	D		SB	TR	0.68	43.7	D		SB	TR	0.80	59.6	E	*	SB	TR	0.81	60.1	E	*
Atlantic Avenue &	EB	TR	0.74	54.6	D		EB	TR	0.63	23.0	C		EB	TR	0.81	16.8	B		EB	TR	0.76	16.6	B	
3rd Avenue	WB	T	1.01	36.4	D	*	WB	T	0.64	10.4	B		WB	T	0.75	26.7	C		WB	T	0.78	14.9	B	
	WB	R	0.52	13.0	B		WB	R	0.31	9.1	A		WB	R	0.43	23.9	C		WB	R	0.46	13.0	B	
	NB	LTR	0.59	36.5	D		NB	LTR	0.53	39.2	D		NB	LTR	0.60	38.5	D		NB	LTR	0.75	46.1	D	
Atlantic Avenue &	EB	T	0.65	20.2	C		EB	T	0.67	17.7	B		EB	T	0.88	27.3	C		EB	T	0.77	33.0	C	
4th Avenue	EB	R	0.27	25.2	C		EB	R	0.34	20.4	C		EB	R	0.53	28.9	C		EB	R	0.43	34.6	C	
	WB	T	0.84	10.8	B		WB	T	0.71	12.3	B		WB	T	0.83	19.3	B		WB	T	0.88	20.4	C	
	NB	L	0.96	92.1	F	*	NB	L	0.56	48.3	D		NB	L	0.89	76.9	E	*	NB	L	0.83	64.9	E	*
	NB	LR	0.98	106.2	F	*	NB	LR	0.55	50.5	D		NB	LR	0.90	89.8	F	*	NB	LR	0.77	71.0	E	*
	NB	R	0.57	52.5	D		NB	R	0.48	46.1	D		NB	R	0.54	49.8	D		NB	R	0.41	43.6	D	
	SB	LT	0.85	61.6	E	*	SB	LT	0.76	50.8	D		SB	LT	0.86	50.7	D		SB	LT	0.79	52.0	D	
	SB	R	0.18	38.7	D		SB	R	0.20	36.1	D		SB	R	0.11	30.1	C		SB	R	0.18	35.9	D	
Atlantic Avenue &	EB	T	0.74	29.5	C		EB	T	0.63	14.9	B		EB	T	0.75	14.1	B		EB	T	0.76	19.6	B	
Flatbush Avenue	EB	R	0.50	36.7	D		EB	R	0.66	29.0	C		EB	R	0.75	29.4	C		EB	R	0.43	24.3	C	
	WB	T	0.77	32.1	C		WB	T	0.60	26.9	C		WB	T	0.63	27.8	C		WB	T	0.69	29.1	C	
	WB	R	0.67	45.1	D		WB	R	0.96	77.2	E	*	WB	R	1.02	93.9	F	*	WB	R	1.05	102.9	F	*
	NB	T	0.59	25.1	C		NB	T	0.49	23.2	C		NB	T	0.55	24.2	C		NB	T	0.62	25.5	C	
	SB	T	0.56	25.2	C		SB	T	0.62	26.3	C		SB	T	0.66	27.5	C		SB	T	0.64	26.9	C	

* Denotes congested lane group.

Unsignalized Intersections	Existing AM Peak Hour					Existing Midday Peak Hour					Existing PM Peak Hour					Existing SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Court Street &	EB	TR	0.25	26.7	D	EB	TR	0.15	17.7	C	EB	TR	0.19	24.0	C	EB	TR	0.41	28.6	D
Luquer Street	SB	LT	0.07	2.8	A	SB	LT	0.05	2.6	A	SB	LT	0.05	2.1	A	SB	LT	0.07	2.8	A
Smith Street &	WB	TR	0.76	67.0	F *	WB	TR	0.23	16.1	C	WB	TR	0.27	19.3	C	WB	TR	0.37	28.7	D
4th Place/5th Street	NB	LT	0.10	2.4	A	NB	LT	0.02	0.7	A	NB	LT	0.02	0.7	A	NB	LT	0.06	1.5	A
Smith Street &	EB	L	0.66	52.3	F *	EB	L	0.19	14.2	B	EB	L	0.28	19.0	C	EB	L	0.33	19.6	C
Luquer Street																				
Smith Street &	NB	LT	0.10	2.5	A	NB	LT	0.03	1.1	A	NB	LT	0.04	1.2	A	NB	LT	0.05	1.3	A
Nelson Street																				
Smith Street &	EB	LT	0.42	28.6	D	EB	LT	0.17	13.3	B	EB	LT	0.22	16.3	C	EB	LT	0.34	21.9	C
Huntington Street	WB	R	0.03	12.7	B	WB	R	0.02	10.4	B	WB	R	0.02	10.5	B	WB	R	0.01	12.0	B
Hoyt Street &	WB	LT	0.14	12.9	B	WB	LT	0.07	11.9	B	WB	LT	0.11	12.9	B	WB	LT	0.10	14.2	B
Douglass Street	SB	LTR	0.03	1.3	A	SB	LTR	0.03	1.6	A	SB	LTR	0.02	0.9	A	SB	LTR	0.03	0.9	A
Hoyt Street &	WB	LT	0.43	23.7	C	WB	LT	0.08	11.3	B	WB	LT	0.14	13.3	B	WB	LT	0.18	14.6	B
Sackett Street																				
Hoyt Street &	WB	L	0.19	13.3	B	WB	L	0.05	10.3	B	WB	L	0.09	11.4	B	WB	L	0.09	11.6	B
President Street																				
Hoyt Street &	EB	R	0.11	11.0	B	EB	R	0.06	9.8	A	EB	R	0.10	10.5	B	EB	R	0.14	11.4	B
Carroll Street																				
Hoyt Street &	WB	LT	0.06	11.8	B	WB	LT	0.06	11.0	B	WB	LT	0.04	11.1	B	WB	LT	0.03	11.4	B
2nd Street																				
Hoyt Street &	EB	TR	-	8.4	A	EB	TR	-	8.5	A	EB	TR	-	8.7	A	EB	TR	-	9.0	A
3rd Street	WB	LT	-	11.7	B	WB	LT	-	9.5	A	WB	LT	-	10.0	A	WB	LT	-	9.9	A
(All-Way Stop Controlled)	SB	LTR	-	9.9	A	SB	LTR	-	9.5	A	SB	LTR	-	10.5	B	SB	LTR	-	10.7	B
Hoyt Street &	EB	TR	0.23	12.1	B	EB	TR	0.15	10.4	B	EB	TR	0.20	10.9	B	EB	TR	0.19	10.8	B
4th Street	SB	LT	0.03	2.2	A	SB	LT	0.01	1.7	A	SB	LT	0.02	2.0	A	SB	LT	0.01	1.1	A
Bond Street &	WB	R	0.43	15.6	C	WB	R	0.22	12.2	B	WB	R	0.24	13.3	B	WB	R	0.34	15.9	C
Butler Street																				
Bond Street &	EB	LT	0.17	14.0	B	EB	LT	0.11	11.4	B	EB	LT	0.12	11.9	B	EB	LT	0.15	12.8	B
Degraw Street	WB	R	0.01	10.5	B	WB	R	0.01	9.6	A	WB	R	0.01	10.0	A	WB	R	0.01	10.7	B
Bond Street &	EB	LT	0.22	17.9	C	EB	LT	0.05	12.5	B	EB	LT	0.17	13.8	B	EB	LT	0.22	19.0	C
Caroll Street	WB	R	0.03	12.2	B	WB	R	0.01	10.2	B	WB	R	0.02	10.9	B	WB	R	0.01	13.1	B
Bond Street &	EB	LT	0.17	16.7	C	EB	LT	0.06	12.3	B	EB	LT	0.10	13.1	B	EB	LT	0.14	17.2	C
1st Street	WB	R	0.06	12.4	B	WB	R	0.03	10.4	B	WB	R	0.03	11.0	B	WB	R	0.08	13.0	B
Bond Street &	WB	TR	0.04	12.5	B	WB	TR	0.03	10.9	B	WB	TR	0.03	11.4	B	WB	TR	0.03	12.9	B
2nd Street	NB	LTR	0.02	0.6	A	NB	LTR	0.02	1.0	A	NB	LTR	0.01	0.5	A	NB	LTR	0.01	0.3	A
Bond Street &	EB	LR	0.11	7.5	A	EB	LR	0.07	7.4	A	EB	LR	0.09	7.4	A	EB	LR	0.09	7.4	A
4th Street	NB	T	0.01	12.2	B	NB	T	0.01	10.9	B	NB	T	0.01	11.6	B	NB	T	0.01	11.4	B
Nevins Street &	WB	LT	-	9.5	A	WB	LT	-	8.7	A	WB	LT	-	9.1	A	WB	LT	-	8.8	A
Butler Street	SB	TR	-	8.5	A	SB	TR	-	8.6	A	SB	TR	-	10.0	B	SB	TR	-	9.4	A
(All-Way Stop Controlled)																				
Nevins Street &	EB	R	0.01	9.1	A	EB	R	0.01	9.4	A	EB	R	0.01	9.5	A	EB	R	0.01	9.7	A
Degraw Street	WB	LT	0.08	10.2	B	WB	LT	0.04	10.3	B	WB	LT	0.11	11.5	B	WB	LT	0.12	11.9	B
Nevins Street &	EB	LT	0.00	0.6	A	EB	LT	0.00	0.8	A	EB	LT	0.00	0.4	A	EB	LT	0.01	0.5	A
Caroll Street	SB	LR	0.13	10.0	A	SB	LR	0.14	9.7	A	SB	LR	0.19	10.7	B	SB	LR	0.40	15.2	C

* Denotes congested lane group.

TABLE G-2
NO ACTION INTERSECTION LEVEL OF SERVICE ANALYSIS

Signalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Court Street &	EB	R	0.29	16.9	B	EB	R	0.29	17.0	B	EB	R	0.30	16.9	B	EB	R	0.31	17.0	B
Baltic Street	SB	T	0.60	12.8	B	SB	T	0.50	11.5	B	SB	T	0.74	15.7	B	SB	T	0.58	12.4	B
Court Street &	EB	TR	0.66	25.7	C	EB	TR	0.76	30.6	C	EB	TR	0.75	29.9	C	EB	TR	0.84	37.0	D
Union Street	SB	T	0.56	12.4	B	SB	T	0.47	11.1	B	SB	T	0.67	14.2	B	SB	T	0.52	11.7	B
Court Street &	WB	TR	0.90	43.9	D *	WB	TR	0.54	22.1	C	WB	TR	0.65	26.5	C	WB	TR	0.67	25.5	C
4th Place	SB	TR	0.66	14.0	B	SB	TR	0.48	11.2	B	SB	TR	0.64	13.3	B	SB	TR	0.58	12.5	B
Court Street &	WB	T	0.71	14.3	B	WB	T	0.53	10.0	A	WB	T	0.67	21.0	C	WB	T	0.74	20.3	C
Hamilton Avenue WB	SB	TR	0.83	52.4	D	SB	TR	0.75	50.4	D	SB	TR	0.82	40.6	D	SB	TR	0.60	35.2	D
Smith Street &	EB	TR	0.66	27.0	C	EB	TR	0.68	16.0	B	EB	TR	0.79	21.0	C	EB	TR	0.76	30.0	C
Union Street	NB	TR	1.24	144.6	F *	NB	TR	0.99	56.1	E *	NB	TR	1.02	65.6	E *	NB	TR	1.20	128.5	F *
Smith Street &	WB	R	1.09	98.7	F *	WB	R	0.55	22.5	C	WB	R	0.71	30.3	C	WB	R	0.69	28.5	C
3rd Street	NB	TR	1.07	73.2	E *	NB	TR	0.97	47.4	D *	NB	TR	0.93	39.7	D *	NB	TR	1.21	125.5	F *
Smith Street &	WB	T	0.65	25.8	C	WB	T	0.58	27.8	C	WB	T	0.55	25.2	C	WB	T	0.70	26.6	C
9th Street	WB	R	0.94	62.2	E *	WB	R	0.25	22.1	C	WB	R	0.38	23.1	C	WB	R	0.47	22.7	C
	NB	LT	1.07	78.3	E *	NB	LT	0.87	34.5	C	NB	LT	0.79	27.5	C	NB	LT	0.95	45.4	D *
	NB	R	0.57	21.3	C	NB	R	0.59	22.4	C	NB	R	0.69	25.4	C	NB	R	0.67	25.2	C
Smith Street &	EB	L	0.73	86.2	F *	EB	L	0.57	57.3	E *	EB	L	0.84	84.5	F *	EB	L	0.92	96.2	F *
Hamilton Avenue WB	WB	TR	1.06	65.7	E *	WB	TR	0.92	42.1	D *	WB	TR	0.83	32.6	C	WB	TR	0.99	47.2	D *
	NB	L	0.03	36.8	D	NB	L	0.09	37.6	D	NB	L	0.05	37.0	D	NB	L	0.07	37.3	D
	NB	T	0.43	44.5	D	NB	T	0.33	41.9	D	NB	T	0.38	42.6	D	NB	T	0.30	41.1	D
Hoyt Street &	EB	TR	0.39	19.5	B	EB	TR	0.45	26.5	C	EB	TR	0.41	19.5	B	EB	TR	0.46	20.4	C
Baltic Street	WB	L	0.65	21.3	C	WB	L	0.41	14.3	B	WB	L	0.50	20.4	C	WB	L	0.50	23.8	C
	SB	LT	0.58	13.5	B	SB	LT	0.47	14.8	B	SB	LT	0.63	14.7	B	SB	LT	0.63	14.5	B
Hoyt Street &	EB	TR	1.41	221.4	F *	EB	TR	0.95	54.1	D *	EB	TR	1.28	163.8	F *	EB	TR	1.27	161.3	F *
Union Street	SB	LT	0.69	18.1	B	SB	LT	0.43	11.3	B	SB	LT	0.57	13.9	B	SB	LT	0.64	15.5	B
Bond St &	EB	TR	0.40	18.0	B	EB	TR	0.42	17.9	B	EB	TR	0.47	23.8	C	EB	TR	0.47	23.9	C
Baltic Street	NB	LTR	1.11	84.4	F *	NB	LTR	0.75	22.9	C	NB	LTR	0.94	35.4	D *	NB	LTR	0.90	28.9	C *
Bond St &	EB	LT	0.94	16.1	B *	EB	LT	0.72	11.7	B	EB	LT	0.99	21.9	C *	EB	LT	1.02	30.1	C *
Union Street	NB	TR	0.75	20.6	C	NB	TR	0.45	13.3	B	NB	TR	0.54	13.6	B	NB	TR	0.70	19.6	B
Bond St &	EB	LT	0.55	14.6	B	EB	LT	0.50	12.4	B	EB	LT	0.57	13.5	B	EB	LT	0.64	16.1	B
3rd Street	WB	TR	1.25	138.2	F *	WB	TR	0.67	16.5	B	WB	TR	0.75	19.3	B	WB	TR	0.91	32.6	C *
	NB	LTR	0.58	22.9	C	NB	LTR	0.47	20.0	C	NB	LTR	0.73	28.4	C	NB	LTR	0.45	19.4	B

Signalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Nevins Street &	EB	TR	0.38	21.3	C	EB	TR	0.40	21.6	C	EB	TR	0.48	23.1	C	EB	TR	0.67	23.8	C
Union Street	NB	R	0.42	20.1	C	NB	R	0.36	18.7	B	NB	R	0.25	16.7	B	NB	R	0.35	18.6	B
	SB	LT	0.62	24.9	C	SB	LT	0.67	27.2	C	SB	LT	0.92	48.7	D *	SB	LT	0.59	23.7	C
2nd Avenue &	EB	L	0.03	26.4	C	EB	L	0.03	26.3	C	EB	L	0.08	26.2	C	EB	L	0.08	25.5	C
9th Street	EB	TR	0.35	31.0	C	EB	TR	0.33	30.4	C	EB	TR	0.42	31.3	C	EB	TR	0.39	29.9	C
	EB	LTR		30.9	C	EB	LTR		30.3	C	EB	LTR		31.0	C	EB	LTR		29.6	C
	WB	L	0.10	11.2	B	WB	L	0.11	11.4	B	WB	L	0.09	11.1	B	WB	L	0.05	10.7	B
	WB	TR	0.79	25.0	C	WB	TR	0.67	19.8	B	WB	TR	0.62	18.4	B	WB	TR	0.91	37.0	D *
	NB	LTR	0.50	17.5	B	NB	LTR	0.27	13.0	B	NB	LTR	0.33	13.8	B	NB	LTR	0.46	16.0	B
	SB	LTR	0.28	13.3	B	SB	LTR	0.20	12.3	B	SB	LTR	0.40	14.6	B	SB	LTR	0.27	12.9	B
3rd Avenue &	EB	LTR	0.48	50.9	D	EB	LTR	0.40	38.8	D	EB	LTR	0.70	74.7	E *	EB	LTR	0.65	71.1	E *
Baltic Street	NB	TR	0.44	42.5	D	NB	TR	0.47	33.5	C	NB	TR	0.46	31.9	C	NB	TR	0.39	30.0	C
	SB	LT	0.46	44.4	D	SB	LT	0.58	39.2	D	SB	LT	0.59	38.9	D	SB	LT	0.58	37.6	D
3rd Avenue &	EB	LTR	0.18	47.9	D	EB	LTR	0.34	63.8	E *	EB	LTR	0.63	92.5	F *	EB	LTR	0.40	74.8	E *
Douglass Street	NB	TR	0.48	38.1	D	NB	TR	0.41	13.6	B	NB	TR	0.46	18.1	B	NB	TR	0.48	22.8	C
	SB	LT	0.45	38.5	D	SB	LT	0.45	15.3	B	SB	LT	0.46	19.1	B	SB	LT	0.50	24.6	C
3rd Avenue &	EB	LTR	1.37	272.7	F *	EB	LTR	1.81	445.6	F *	EB	LTR	2.14	617.2	F *	EB	LTR	1.68	410.8	F *
Union Street	WB	LR	1.07	115.2	F *	WB	LR	1.37	268.3	F *	WB	LR	1.50	295.3	F *	WB	LR	1.50	337.2	F *
	NB	TR	0.76	41.8	D	NB	TR	0.76	31.4	C	NB	TR	0.78	31.8	C	NB	TR	0.81	39.6	D
	SB	LT	0.36	25.5	C	SB	LT	0.54	22.5	C	SB	LT	0.53	21.1	C	SB	LT	0.54	25.5	C
3rd Avenue &	EB	LTR	1.17	204.1	F *	EB	LTR	0.96	111.5	F *	EB	LTR	1.47	322.6	F *	EB	LTR	1.34	260.5	F *
Caroll Street	NB	TR	0.84	10.9	B	NB	TR	0.79	28.9	C	NB	TR	0.93	28.7	C *	NB	TR	0.91	21.4	C *
	SB	LT	0.71	28.9	C	SB	LT	0.72	28.1	C	SB	LT	0.82	36.3	D	SB	LT	1.11	110.2	F *
3rd Avenue &	EB	LTR	0.06	72.6	E *	EB	LTR	0.05	50.9	D	EB	LTR	0.06	72.7	E *	EB	LTR	0.05	64.9	E *
1st Street/Driveway	WB	LTR	0.77	111.0	F *	WB	LTR	0.39	60.2	E *	WB	LTR	0.39	83.2	F *	WB	LTR	0.56	83.5	F *
	NB	LTR	0.87	29.6	C	NB	LTR	0.79	25.1	C	NB	LTR	0.86	17.6	B	NB	LTR	0.89	16.7	B
	SB	L	0.06	9.1	A	SB	L	0.06	9.4	A	SB	L	0.06	10.9	B	SB	L	0.11	14.2	B
	SB	TR	0.70	18.1	B	SB	TR	0.81	29.8	C	SB	TR	0.82	29.7	C	SB	TR	0.89	28.6	C
3rd Avenue &	EB	L	0.90	188.9	F *	EB	L	0.79	98.4	F *	EB	L	0.86	127.2	F *	EB	L	0.81	119.1	F *
3rd Street	EB	TR	0.91	123.6	F *	EB	TR	1.13	157.5	F *	EB	TR	1.56	352.5	F *	EB	TR	1.39	281.0	F *
	WB	LTR	1.86	479.7	F *	WB	LTR	1.31	232.6	F *	WB	LTR	2.11	591.1	F *	WB	LTR	1.80	413.7	F *
	NB	L	1.48	281.5	F *	NB	L	1.15	159.2	F *	NB	L	1.45	286.7	F *	NB	L	2.99	970.4	F *
	NB	TR	0.81	41.9	D	NB	TR	0.75	39.4	D	NB	TR	0.82	48.8	D	NB	TR	1.01	84.7	F *
	SB	L	0.17	16.8	B	SB	L	0.17	7.8	A	SB	L	0.24	14.0	B	SB	L	0.20	23.2	C
	SB	TR	0.90	34.0	C *	SB	TR	1.04	61.3	E *	SB	TR	1.05	69.3	E *	SB	TR	1.16	112.3	F *
3rd Avenue &	EB	L	0.89	109.9	F *	EB	L	0.43	43.6	D	EB	L	0.41	49.1	D	EB	L	0.46	49.0	D
9th Street	EB	TR	0.49	45.0	D	EB	TR	0.36	37.1	D	EB	TR	0.53	45.7	D	EB	TR	0.43	38.4	D
	WB	L	0.28	41.8	D	WB	L	0.26	36.4	D	WB	L	0.34	43.7	D	WB	L	0.45	42.5	D
	WB	TR	1.03	104.3	F *	WB	TR	0.84	62.0	E *	WB	TR	0.94	83.9	F *	WB	TR	1.04	98.6	F *
	NB	L	0.34	17.6	B	NB	L	0.49	33.7	C	NB	L	0.34	21.8	C	NB	L	0.64	50.1	D
	NB	TR	0.58	18.6	B	NB	TR	0.94	50.4	D *	NB	TR	0.94	45.7	D *	NB	TR	0.56	21.2	C
	SB	L	0.30	18.0	B	SB	L	0.36	22.0	C	SB	L	0.39	20.0	B	SB	L	0.21	18.1	B
	SB	TR	0.80	29.9	C	SB	TR	1.10	93.5	F *	SB	TR	1.07	80.7	F *	SB	TR	1.10	95.3	F *

Signalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
3rd Avenue &	WB	L	0.91	69.5	E *	WB	L	0.72	50.1	D	WB	L	1.00	87.3	F *	WB	L	0.80	58.8	E *
Prospect Avenue	WB	LT	1.13	140.9	F *	WB	LT	0.47	45.2	D	WB	LT	0.60	55.2	E *	WB	LT	0.79	65.3	E *
	WB	R	0.31	47.9	D	WB	R	0.18	39.5	D	WB	R	0.22	45.9	D	WB	R	0.27	46.5	D
	NB	LT	0.94	33.8	C *	NB	LT	0.91	47.8	D *	NB	LT	0.85	58.4	E *	NB	LT	1.09	81.1	F *
	NB	T	0.66	8.4	A	NB	T	0.48	14.2	B	NB	T	0.51	13.3	B	NB	T	0.46	3.3	A
	SB (3rd Ave)	T	0.43	47.7	D	SB (3rd Ave)	T	0.56	43.8	D	SB (3rd Ave)	T	0.68	46.5	D	SB (3rd Ave)	T	0.30	35.9	D
	SB (On-Ramp)	TR	1.05	106.6	F *	SB (On-Ramp)	TR	0.90	64.6	E *	SB (On-Ramp)	TR	0.95	70.0	E *	SB (On-Ramp)	TR	0.86	57.8	E *
3rd Avenue &	EB	LTR	0.77	60.7	E *	EB	LTR	0.89	67.6	E *	EB	LTR	0.87	64.6	E *	EB	LTR	0.73	59.1	E *
17th Street	NB	TR	0.61	18.3	B	NB	TR	0.42	15.3	B	NB	TR	0.53	22.3	C	NB	TR	0.56	15.8	B
	SB	L	0.42	46.2	D	SB	L	0.73	59.9	E *	SB	L	0.37	93.3	F *	SB	L	0.66	65.9	E *
	SB	T	0.09	24.3	C	SB	T	0.12	22.3	C	SB	T	0.17	0.9	A	SB	T	0.18	4.5	A
4th Avenue &	EB	LTR	0.13	14.9	B	EB	LTR	0.29	24.5	C	EB	LTR	0.60	35.2	D	EB	LTR	0.40	26.5	C
St. Marks Place	NB	TR	0.94	49.0	D *	NB	TR	0.56	22.1	C	NB	TR	0.65	21.2	C	NB	TR	0.66	24.2	C
	SB	L	0.40	43.7	D	SB	L	0.13	17.7	B	SB	L	0.16	16.3	B	SB	L	0.32	24.6	C
	SB	T	0.71	35.2	D	SB	T	0.51	21.5	C	SB	T	0.76	25.2	C	SB	T	0.46	20.5	C
4th Avenue &	EB	LTR	1.13	102.5	F *	EB	LTR	0.76	34.0	C	EB	LTR	1.51	280.3	F *	EB	LTR	0.91	23.3	C *
Union Street	WB	LTR	1.50	284.0	F *	WB	LTR	0.66	28.9	C	WB	LTR	1.37	239.9	F *	WB	LTR	0.66	28.6	C
	NB	TR	0.60	14.7	B	NB	TR	0.63	30.3	C	NB	TR	0.58	14.2	B	NB	TR	0.84	37.5	D
	SB	L	0.29	16.1	B	SB	L	0.23	27.5	C	SB	L	0.35	17.3	B	SB	L	0.74	81.6	F *
	SB	TR	0.59	14.9	B	SB	TR	0.73	34.5	C	SB	TR	0.82	21.9	C	SB	TR	0.90	45.2	D *
4th Avenue &	EB	LTR	0.53	38.4	D	EB	LTR	0.23	20.6	C	EB	LTR	0.85	48.9	D	EB	LTR	0.42	17.5	B
Caroll Street	NB	TR	0.94	34.1	C *	NB	TR	0.92	48.2	D *	NB	TR	0.77	21.1	C	NB	TR	1.22	144.3	F *
	SB	L	0.30	18.8	B	SB	L	0.33	34.0	C	SB	L	0.23	14.4	B	SB	L	0.90	133.4	F *
	SB	T	0.67	17.8	B	SB	T	0.75	35.8	D	SB	T	0.85	24.8	C	SB	T	0.92	47.0	D *
4th Avenue &	EB	LTR	1.03	89.9	F *	EB	LTR	0.78	48.3	D	EB	LTR	1.28	170.3	F *	EB	LTR	0.73	20.1	C
3rd Street	NB	L	1.47	263.3	F *	NB	L	0.99	82.4	F *	NB	L	0.89	83.1	F *	NB	L	1.12	129.4	F *
	NB	TR	1.07	67.7	E *	NB	TR	0.81	27.2	C	NB	TR	0.57	10.7	B	NB	TR	0.97	44.6	D *
	SB	TR	0.95	40.2	D *	SB	TR	0.92	43.6	D *	SB	TR	1.08	74.2	E *	SB	TR	0.98	54.7	D *
4th Avenue &	EB	LT	0.94	84.1	F *	EB	LT	0.54	34.6	C	EB	LT	1.02	96.9	F *	EB	LT	0.50	32.7	C
9th Street	EB	R	0.10	31.6	C	EB	R	0.17	25.9	C	EB	R	0.20	31.9	C	EB	R	0.10	24.8	C
	WB	L	0.53	47.3	D	WB	L	0.40	32.0	C	WB	L	0.66	56.5	E *	WB	L	0.31	29.5	C
	WB	T	0.70	48.5	D	WB	T	0.59	35.6	D	WB	T	0.69	46.3	D	WB	T	0.66	37.7	D
	WB	R	0.42	39.4	D	WB	R	0.13	25.3	C	WB	R	0.19	31.8	C	WB	R	0.05	24.1	C
	NB	L	0.38	33.9	C	NB	L	0.32	40.9	D	NB	L	0.45	58.8	E *	NB	L	0.38	48.2	D
	NB	TR	1.15	100.8	F *	NB	TR	0.89	37.7	D	NB	TR	0.76	24.7	C	NB	TR	1.01	57.2	E *
	SB	TR	0.84	34.8	C	SB	TR	0.97	56.9	E *	SB	TR	1.17	116.4	F *	SB	TR	1.07	85.9	F *
4th Avenue &	WB	LTR	1.08	86.9	F *	WB	LTR	0.88	54.4	D	WB	LTR	1.07	94.6	F *	WB	LTR	0.96	62.9	E *
Prospect Avenue	NB	L	0.63	12.4	B	NB	L	0.48	8.5	A	NB	L	0.52	16.2	B	NB	L	0.48	9.3	A
	NB	T	0.74	1.8	A	NB	T	0.46	1.1	A	NB	T	0.58	1.4	A	NB	T	0.51	1.6	A
	SB	T	0.78	38.4	D	SB	T	0.71	30.1	C	SB	T	0.95	46.2	D *	SB	T	0.65	28.1	C
	SB	R	0.54	33.9	C	SB	R	0.33	22.9	C	SB	R	0.55	27.2	C	SB	R	0.28	22.0	C
	SB	TR		37.4	D	SB	TR		28.9	C	SB	TR		42.7	D	SB	TR		27.2	C

Signalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
4th Avenue &	EB	LTR	0.63	45.4	D	EB	LTR	1.10	107.7	F *	EB	LTR	0.89	54.4	D	EB	LTR	1.06	91.8	F *
17th Street	NB	T	0.95	39.1	D *	NB	T	1.08	91.9	F *	NB	T	1.05	75.0	E *	NB	T	0.98	61.0	E *
	NB	R	0.18	14.0	B	NB	R	0.39	28.8	C	NB	R	0.35	24.6	C	NB	R	0.49	31.9	C
	SB	L	1.02	84.4	F *	SB	L	0.87	46.1	D	SB	L	0.94	49.9	D *	SB	L	0.98	71.6	E *
	SB	T	0.39	1.9	A	SB	T	0.48	3.8	A	SB	T	0.67	6.5	A	SB	T	0.49	4.5	A
5th Avenue &	EB	LTR	0.67	26.7	C	EB	LTR	0.61	24.3	C	EB	LTR	0.80	32.9	C	EB	LTR	0.79	32.9	C
Union Street	WB	LTR	0.97	57.9	E *	WB	LTR	0.69	27.8	C	WB	LTR	0.60	24.4	C	WB	LTR	0.69	27.6	C
	NB	LTR	0.83	36.8	D	NB	LTR	0.60	24.1	C	NB	LTR	0.92	46.6	D *	NB	LTR	0.89	43.3	D
	SB	LTR	0.61	24.6	C	SB	LTR	0.64	25.8	C	SB	LTR	0.67	26.7	C	SB	LTR	0.70	27.9	C
5th Avenue &	EB	LTR	0.73	42.6	D	EB	LTR	0.58	33.6	C	EB	LTR	0.59	33.9	C	EB	LTR	0.94	71.6	E *
3rd Street	NB	TR	0.79	28.6	C	NB	TR	0.62	20.2	C	NB	TR	0.94	44.6	D *	NB	TR	0.91	40.1	D *
	SB	LT	0.53	18.0	B	SB	LT	0.46	16.7	B	SB	LT	0.64	21.5	C	SB	LT	0.53	17.9	B
5th Avenue &	EB	L	0.22	17.9	B	EB	L	0.23	17.7	B	EB	L	0.21	17.4	B	EB	L	0.33	20.5	C
9th Street	EB	TR	0.45	20.2	C	EB	TR	0.38	18.9	B	EB	TR	0.49	21.0	C	EB	TR	0.51	21.4	C
	WB	L	0.16	16.1	B	WB	L	0.18	16.3	B	WB	L	0.23	17.5	B	WB	L	0.19	16.9	B
	WB	TR	0.79	33.4	C	WB	TR	0.68	27.7	C	WB	TR	0.61	24.5	C	WB	TR	0.73	29.2	C
	NB	L	0.29	19.2	B	NB	L	0.27	18.8	B	NB	L	0.31	20.1	C	NB	L	0.31	20.0	B
	NB	TR	0.68	27.0	C	NB	TR	0.66	26.0	C	NB	TR	0.77	31.2	C	NB	TR	0.81	33.6	C
	SB	L	0.13	15.9	B	SB	L	0.19	17.1	B	SB	L	0.20	17.7	B	SB	L	0.25	18.7	B
	SB	TR	0.66	26.4	C	SB	TR	0.65	26.0	C	SB	TR	0.65	25.7	C	SB	TR	0.75	30.5	C
Atlantic Avenue &	EB	T	0.77	28.8	C	EB	T	0.74	21.9	C	EB	T	0.87	31.5	C	EB	T	0.75	24.3	C
Bond St	WB	TR	1.08	62.5	E *	WB	TR	0.92	15.0	B *	WB	TR	1.04	48.2	D *	WB	TR	0.89	21.6	C
	NB	LTR	1.22	157.5	F *	NB	LTR	1.29	182.4	F *	NB	LTR	1.35	217.6	F *	NB	LTR	1.24	169.7	F *
Atlantic Avenue &	EB	TR	0.89	16.2	B	EB	TR	0.94	34.7	C *	EB	TR	1.08	52.2	D *	EB	TR	1.07	53.4	D *
Nevins St	WB	LT	1.47	226.2	F *	WB	LT	1.36	188.6	F *	WB	LT	1.51	262.4	F *	WB	LT	1.48	244.3	F *
	SB	L	0.29	34.6	C	SB	L	0.41	33.4	C	SB	L	0.43	41.1	D	SB	L	0.37	39.3	D
	SB	TR	1.04	100.9	F *	SB	TR	1.38	226.7	F *	SB	TR	1.63	341.8	F *	SB	TR	1.34	218.1	F *
Atlantic Avenue &	EB	TR	0.91	62.3	E *	EB	TR	0.79	28.9	C	EB	TR	1.00	27.8	C *	EB	TR	0.94	20.9	C *
3rd Avenue	WB	T	1.29	150.9	F *	WB	T	0.84	18.3	B	WB	T	0.98	37.3	D *	WB	T	1.01	28.2	C *
	WB	R	0.64	15.9	B	WB	R	0.36	13.6	B	WB	R	0.52	26.1	C	WB	R	0.50	14.9	B
	NB	LTR	0.82	46.0	D	NB	LTR	0.87	55.2	E *	NB	LTR	0.90	55.5	E *	NB	LTR	1.01	77.6	E *
Atlantic Avenue &	EB	T	0.80	28.3	C	EB	T	0.86	25.8	C	EB	T	1.11	76.0	E *	EB	T	0.97	39.2	D *
4th Avenue	EB	R	0.29	30.1	C	EB	R	0.36	25.5	C	EB	R	0.56	26.6	C	EB	R	0.45	31.4	C
	WB	T	1.08	48.4	D *	WB	T	0.93	20.8	C *	WB	T	1.09	64.3	E *	WB	T	1.13	78.3	E *
	NB	L	1.07	119.6	F *	NB	L	0.68	53.9	D	NB	L	1.02	105.8	F *	NB	L	0.95	93.1	F *
	NB	LR	1.15	158.6	F *	NB	LR	0.71	60.6	E *	NB	LR	1.13	154.5	F *	NB	LR	0.94	99.2	F *
	NB	R	0.69	59.5	E *	NB	R	0.63	52.3	D	NB	R	0.68	56.8	E *	NB	R	0.49	46.0	D
	SB	LT	1.22	162.2	F *	SB	LT	1.14	129.0	F *	SB	LT	1.39	225.9	F *	SB	LT	1.08	105.8	F *
	SB	R	0.45	46.4	D	SB	R	0.25	37.3	D	SB	R	0.34	35.6	D	SB	R	0.24	37.3	D
Atlantic Avenue &	EB	T	0.96	38.3	D *	EB	T	0.88	23.6	C	EB	T	1.06	46.8	D *	EB	T	0.99	34.5	C *
Flatbush Avenue	EB	R	0.53	32.4	C	EB	R	0.72	33.5	C	EB	R	0.82	27.8	C	EB	R	0.46	26.1	C
	WB	T	0.99	54.5	D *	WB	T	0.78	32.9	C	WB	T	0.83	35.1	D	WB	T	0.88	38.4	D
	WB	R	1.12	124.9	F *	WB	R	1.22	163.3	F *	WB	R	1.27	183.6	F *	WB	R	1.34	211.0	F *
	NB	T	0.73	28.6	C	NB	T	0.59	24.9	C	NB	T	0.65	26.2	C	NB	T	0.70	27.6	C
	SB	T	0.67	28.1	C	SB	T	0.73	29.7	C	SB	T	0.83	34.7	C	SB	T	0.76	30.9	C

* Denotes congested lane group.

Unsignalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Court Street &	EB	TR	0.37	37.1	E *	EB	TR	0.20	21.1	C	EB	TR	0.28	32.3	D	EB	TR	0.56	42.3	E *
Luquer Street	SB	LT	0.09	3.0	A	SB	LT	0.05	2.5	A	SB	LT	0.06	2.1	A	SB	LT	0.08	1.2	A
Smith Street &	WB	TR	1.78	440.8	F *	WB	TR	1.21	189.8	F *	WB	TR	1.26	205.9	F *	WB	TR	1.53	343.0	F *
4th Place/5th Street	NB	LT	0.11	2.6	A	NB	LT	0.03	0.7	A	NB	LT	0.04	1.1	A	NB	LT	0.07	1.7	A
Smith Street &	EB	L	1.12	170.4	F *	EB	L	0.37	25.3	D	EB	L	0.52	37.8	E *	EB	L	0.56	37.2	E *
Luquer Street																				
Smith Street &	NB	LT	0.11	2.7	A	NB	LT	0.04	1.1	A	NB	LT	0.06	1.5	A	NB	LT	0.05	1.4	A
Nelson Street &																				
Smith Street &	EB	LT	0.96	113.9	F *	EB	LT	0.73	68.6	F *	EB	LT	0.58	46.0	E *	EB	LT	0.80	80.9	F *
Huntington Street	WB	R	0.05	18.9	C	WB	R	0.11	37.5	E *	WB	R	0.06	20.4	C	WB	R	0.03	22.8	C
Hoyt Street &	WB	LT	0.20	16.6	C	WB	LT	0.09	13.5	B	WB	LT	0.14	15.1	C	WB	LT	0.13	16.3	C
Douglass Street	SB	LTR	0.03	1.1	A	SB	LTR	0.03	1.3	A	SB	LTR	0.03	0.8	A	SB	LTR	0.03	0.9	A
Hoyt Street &	WB	LT	0.67	47.5	E *	WB	LT	0.12	12.9	B	WB	LT	0.20	15.8	C	WB	LT	0.23	17.1	C
Sackett Street																				
Hoyt Street &	WB	L	0.31	20.1	C	WB	L	0.06	11.6	B	WB	L	0.11	13.1	B	WB	L	0.11	13.1	B
President Street																				
Hoyt Street &	EB	R	0.14	12.3	B	EB	R	0.09	11.0	B	EB	R	0.14	11.8	B	EB	R	0.18	13.1	B
Carroll Street &																				
Hoyt Street &	WB	LT	0.09	15.3	C	WB	LT	0.12	14.6	B	WB	LT	0.09	14.7	B	WB	LT	0.07	14.6	B
2nd Street																				
Hoyt Street &	EB	TR	-	9.1	A	EB	TR	-	9.2	A	EB	TR	-	9.5	A	EB	TR	-	9.9	A
3rd Street	WB	LT	-	14.9	B	WB	LT	-	10.9	B	WB	LT	-	11.8	B	WB	LT	-	11.6	B
(All-Way Stop Controlled)	SB	LTR	-	11.9	B	SB	LTR	-	11.5	B	SB	LTR	-	13.6	B	SB	LTR	-	14.0	B
Hoyt Street &	EB	TR	0.42	16.6	C	EB	TR	0.64	33.4	D	EB	TR	0.60	23.0	C	EB	TR	0.47	18.8	C
4th Street	SB	LT	0.03	1.6	A	SB	LT	0.01	1.0	A	SB	LT	0.02	1.1	A	SB	LT	0.01	0.6	A
Bond Street &	WB	R	0.71	31.1	D	WB	R	0.44	19.3	C	WB	R	0.49	21.4	C	WB	R	0.53	23.3	C
Butler Street																				
Bond Street &	EB	LT	0.24	18.5	C	EB	LT	0.14	13.1	B	EB	LT	0.15	14.2	B	EB	LT	0.18	14.2	B
Degraw Street	WB	R	0.01	12.3	B	WB	R	0.01	10.5	B	WB	R	0.01	11.2	B	WB	R	0.01	11.4	B
Bond Street &	EB	LT	0.41	32.8	D	EB	LT	0.08	14.7	B	EB	LT	0.22	16.9	C	EB	LT	0.30	24.4	C
Caroll Street	WB	R	0.04	15.8	C	WB	R	0.01	11.4	B	WB	R	0.03	12.2	B	WB	R	0.02	14.7	B
Bond Street &	EB	LT	0.27	24.9	C	EB	LT	0.08	14.6	B	EB	LT	0.14	16.1	C	EB	LT	0.19	21.4	C
1st Street	WB	R	0.08	14.4	B	WB	R	0.04	11.7	B	WB	R	0.04	12.5	B	WB	R	0.10	14.8	B
Bond Street &	WB	TR	0.06	15.6	C	WB	TR	0.05	13.5	B	WB	TR	0.04	13.5	B	WB	TR	0.03	15.4	C
2nd Street	NB	LTR	0.02	0.6	A	NB	LTR	0.03	1.1	A	NB	LTR	0.02	0.6	A	NB	LTR	0.02	0.5	A
Bond Street &	EB	LR	0.15	7.7	A	EB	LR	0.12	7.5	A	EB	LR	0.17	7.7	A	EB	LR	0.13	7.5	A
4th Street	NB	T	0.02	15.0	C	NB	T	0.02	20.1	C	NB	T	0.02	18.8	C	NB	T	0.02	16.0	C

Unsignalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Nevins Street &	WB	LT	-	11.8	B	WB	LT	-	10.2	B	WB	LT	-	10.9	B	WB	LT	-	10.2	B
Butler Street	SB	TR	-	11.4	B	SB	TR	-	11.6	B	SB	TR	-	15.7	C	SB	TR	-	12.6	B
(All-Way Stop Controlled)																				
Nevins Street &	EB	R	0.01	10.7	B	EB	R	0.01	12.5	B	EB	R	0.01	11.4	B	EB	R	0.01	11.6	B
Degraw Street	WB	LT	0.15	13.5	B	WB	LT	0.13	17.2	C	WB	LT	0.22	17.0	C	WB	LT	0.23	18.1	C
Nevins Street &	EB	LT	0.00	0.60	A	EB	LT	0.00	0.7	A	EB	LT	0.00	0.4	A	EB	LT	0.01	0.4	A
Caroll Street	SB	LR	0.27	11.9	B	SB	LR	0.27	11.3	B	SB	LR	0.36	13.0	B	SB	LR	0.60	21.9	C

* Denotes congested lane group.

TABLE G-3
WITH-ACTION INTERSECTION LEVEL OF SERVICE ANALYSIS

Signalized Intersections	With-Action AM Peak Hour						With-Action Midday Peak Hour						With-Action PM Peak Hour						With-Action SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Court Street &	EB	R	0.29	16.9	B		EB	R	0.29	17.0	B		EB	R	0.30	16.9	B		EB	R	0.31	17.0	B	
Baltic Street	SB	T	0.66	14.0	B		SB	T	0.52	11.7	B		SB	T	0.79	17.2	B		SB	T	0.60	12.8	B	
Court Street &	EB	TR	0.68	26.9	C		EB	TR	0.79	32.9	C		EB	TR	0.84	36.8	D		EB	TR	0.89	43.2	D	
Union Street	SB	T	0.64	13.7	B		SB	T	0.49	11.3	B		SB	T	0.72	15.4	B		SB	T	0.55	12.1	B	
Court Street &	WB	TR	1.40	215.9	F	*	WB	TR	0.74	30.8	C		WB	TR	1.11	100.8	F	*	WB	TR	0.89	43.7	D	
4th Place	SB	TR	0.80	17.9	B		SB	TR	0.51	11.5	B		SB	TR	0.70	14.5	B		SB	TR	0.62	13.1	B	
Court Street &	WB	T	0.71	14.3	B		WB	T	0.53	10.0	A		WB	T	0.67	21.0	C		WB	T	0.74	20.3	C	
Hamilton Avenue WB	SB	TR	0.91	60.2	E	*	SB	TR	0.81	53.5	D		SB	TR	0.88	44.5	D		SB	TR	0.63	36.0	D	
Smith Street &	EB	TR	0.79	30.5	C		EB	TR	0.72	17.3	B		EB	TR	0.93	31.7	C		EB	TR	0.83	33.4	C	
Union Street	NB	TR	1.37	197.2	F	*	NB	TR	1.10	88.6	F	*	NB	TR	1.20	126.9	F	*	NB	TR	1.33	180.3	F	*
Smith Street &	WB	R	2.24	598.5	F	*	WB	R	1.04	95.1	F	*	WB	R	1.57	305.0	F	*	WB	R	1.43	243.7	F	*
3rd Street	NB	TR	1.37	194.6	F	*	NB	TR	1.27	153.5	F	*	NB	TR	1.26	150.9	F	*	NB	TR	1.47	238.0	F	*
Smith Street &	WB	T	0.67	25.8	C		WB	T	0.60	28.1	C		WB	T	0.57	25.5	C		WB	T	0.72	26.8	C	
9th Street	WB	R	0.98	68.5	E	*	WB	R	0.26	21.9	C		WB	R	0.39	23.2	C		WB	R	0.48	22.8	C	
	NB	LT	1.25	143.9	F	*	NB	LT	0.96	49.2	D	*	NB	LT	0.90	37.5	D		NB	LT	1.04	68.6	E	*
	NB	R	0.66	26.2	C		NB	R	0.64	25.3	C		NB	R	0.75	29.6	C		NB	R	0.71	28.2	C	
Smith Street &	EB	L	0.75	89.1	F		EB	L	0.58	57.9	E		EB	L	0.86	87.3	F		EB	L	0.94	100.0	F	*
Hamilton Avenue WB	WB	TR	1.09	78.5	E	*	WB	TR	0.94	44.1	D		WB	TR	0.85	33.6	C		WB	TR	1.00	51.3	D	
	NB	L	0.03	36.8	D		NB	L	0.09	37.6	D		NB	L	0.05	37.0	D		NB	L	0.07	37.3	D	
	NB	T	0.43	44.6	D		NB	T	0.34	42.1	D		NB	T	0.38	42.7	D		NB	T	0.31	41.1	D	
Hoyt Street &	EB	TR	0.45	20.8	C		EB	TR	0.48	27.2	C		EB	TR	0.45	20.4	C		EB	TR	0.50	21.4	C	
Baltic Street	WB	L	0.81	24.4	C		WB	L	0.48	16.3	B		WB	L	0.71	20.9	C		WB	L	0.63	22.4	C	
	SB	LT	0.74	18.3	B		SB	LT	0.57	16.8	B		SB	LT	0.78	19.9	B		SB	LT	0.73	17.8	B	
Hoyt Street &	EB	TR	1.82	401.3	F	*	EB	TR	1.13	104.0	F	*	EB	TR	1.74	361.5	F	*	EB	TR	1.48	249.7	F	*
Union Street	SB	LT	0.92	36.7	D		SB	LT	0.54	13.3	B		SB	LT	0.76	20.1	C		SB	LT	0.78	21.1	C	
Bond St &	EB	TR	0.50	18.8	B		EB	TR	0.47	19.7	B		EB	TR	0.55	25.3	C		EB	TR	0.54	25.3	C	
Baltic Street	NB	LTR	1.43	214.6	F	*	NB	LTR	0.91	36.9	D		NB	LTR	1.25	138.8	F	*	NB	LTR	1.09	76.4	E	*
Bond St &	EB	LT	1.00	25.7	C		EB	LT	0.85	9.5	A		EB	LT	1.30	145.7	F	*	EB	LT	1.19	98.9	F	*
Union Street	NB	TR	1.04	45.7	D	*	NB	TR	0.61	14.1	B		NB	TR	0.85	13.1	B		NB	TR	0.89	27.5	C	
Bond St &	EB	LT	1.42	228.2	F	*	EB	LT	0.59	14.4	B		EB	LT	0.85	28.6	C		EB	LT	0.90	37.5	D	
3rd Street	WB	TR	1.82	389.3	F	*	WB	TR	0.94	39.1	D		WB	TR	1.08	77.4	E	*	WB	TR	1.23	131.8	F	*
	NB	LTR	1.19	129.5	F	*	NB	LTR	0.79	33.8	C		NB	LTR	1.76	373.8	F	*	NB	LTR	0.76	30.1	C	
Nevins Street &	EB	TR	0.50	19.4	B		EB	TR	0.49	21.6	C		EB	TR	0.64	21.6	C		EB	TR	0.80	23.9	C	
Union Street	NB	R	0.27	17.8	B		NB	R	0.37	21.2	C		NB	R	0.34	19.1	B		NB	R	0.36	20.6	C	
	SB	LT	0.60	24.3	C		SB	LT	0.66	27.2	C		SB	LT	1.07	87.5	F	*	SB	LT	0.61	24.7	C	
2nd Avenue &	EB	L	0.04	25.5	C		EB	L	0.03	26.1	C		EB	L	0.08	26.3	C		EB	L	0.08	25.4	C	
9th Street	EB	TR	0.35	30.5	C		EB	TR	0.33	30.1	C		EB	TR	0.42	31.0	C		EB	TR	0.39	29.6	C	
	WB	L	0.10	11.2	B		WB	L	0.11	11.4	B		WB	L	0.09	11.1	B		WB	L	0.05	10.7	B	
	WB	TR	0.82	26.9	C		WB	TR	0.69	20.5	C		WB	TR	0.64	19.2	B		WB	TR	0.93	39.6	D	
	NB	LTR	0.61	21.2	C		NB	LTR	0.28	13.3	B		NB	LTR	0.35	14.1	B		NB	LTR	0.48	16.5	B	
	SB	LTR	0.33	14.2	B		SB	LTR	0.22	12.6	B		SB	LTR	0.42	15.2	B		SB	LTR	0.30	13.3	B	

Signalized Intersections	With-Action AM Peak Hour						With-Action Midday Peak Hour						With-Action PM Peak Hour						With-Action SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
3rd Avenue &	EB	LTR	0.49	51.2	D		EB	LTR	0.42	39.3	D		EB	LTR	0.74	76.9	E		EB	LTR	0.67	72.4	E	
Baltic Street	NB	TR	0.48	43.7	D		NB	TR	0.48	33.8	C		NB	TR	0.47	32.3	C		NB	TR	0.40	30.2	C	
	SB	LT	0.52	46.7	D		SB	LT	0.66	42.7	D		SB	LT	0.64	41.5	D		SB	LT	0.61	39.2	D	
3rd Avenue &	EB	LTR	0.26	50.2	D		EB	LTR	0.42	66.8	E		EB	LTR	0.76	102.5	F	*	EB	LTR	0.46	77.3	E	
Douglass Street	NB	TR	0.56	40.8	D		NB	TR	0.43	14.0	B		NB	TR	0.50	18.9	B		NB	TR	0.52	23.8	C	
	SB	LT	0.59	44.4	D		SB	LT	0.54	17.6	B		SB	LT	0.55	22.1	C		SB	LT	0.58	27.4	C	
3rd Avenue &	EB	LTR	1.47	314.1	F	*	EB	LTR	1.61	357.9	F		EB	LTR	2.08	587.8	F		EB	LTR	1.66	399.7	F	
Union Street	WB	LR	1.51	306.2	F	*	WB	LR	1.52	335.4	F	*	WB	LR	2.06	545.7	F	*	WB	LR	1.68	415.7	F	*
	NB	TR	0.87	53.1	D	*	NB	TR	0.82	36.5	D		NB	TR	0.87	40.4	D		NB	TR	0.89	48.4	D	*
	SB	LT	0.45	28.1	C		SB	LT	0.58	24.0	C		SB	LT	0.63	25.3	C		SB	LT	0.63	29.2	C	
3rd Avenue &	EB	LTR	2.22	660.2	F	*	EB	LTR	1.60	357.9	F	*	EB	LTR	2.51	785.4	F	*	EB	LTR	1.95	530.5	F	*
Caroll Street	NB	TR	0.86	11.7	B		NB	TR	0.79	28.8	C		NB	TR	0.99	39.3	D		NB	TR	0.94	23.8	C	
	SB	LT	0.68	26.1	C		SB	LT	0.70	26.9	C		SB	LT	0.72	28.2	C		SB	LT	1.01	79.3	E	
3rd Avenue &	EB	LTR	0.07	72.8	E		EB	LTR	0.06	51.0	D		EB	LTR	0.07	72.9	E		EB	LTR	0.05	65.1	E	
1st Street/Driveway	WB	LTR	1.02	167.9	F	*	WB	LTR	0.53	67.6	E	*	WB	LTR	0.54	92.5	F	*	WB	LTR	0.69	94.3	F	*
	NB	LTR	0.89	28.4	C		NB	LTR	0.78	24.1	C		NB	LTR	0.90	15.5	B		NB	LTR	0.90	16.7	B	
	SB	L	0.07	8.8	A		SB	L	0.07	10.8	B		SB	L	0.06	13.5	B		SB	L	0.12	14.5	B	
	SB	TR	0.89	28.9	C		SB	TR	0.86	33.6	C		SB	TR	0.92	45.6	D	*	SB	TR	0.95	35.3	D	
3rd Avenue &	EB	L	1.33	327.6	F	*	EB	L	0.93	130.1	F	*	EB	L	1.05	180.4	F	*	EB	L	0.75	108.5	F	
3rd Street	EB	TR	1.58	374.0	F	*	EB	TR	1.40	268.0	F	*	EB	TR	2.80	907.3	F	*	EB	TR	1.67	402.0	F	*
	WB	LTR	4.60	1715.5	F	*	WB	LTR	1.73	414.8	F	*	WB	LTR	4.71	1765.8	F	*	WB	LTR	3.16	1022.5	F	*
	NB	L	2.63	796.3	F	*	NB	L	1.46	286.9	F	*	NB	L	2.54	776.2	F	*	NB	L	4.58	1694.4	F	*
	NB	TR	0.81	41.9	D		NB	TR	0.75	39.2	D		NB	TR	0.84	51.7	D		NB	TR	1.01	86.9	F	
	SB	L	0.22	22.0	C		SB	L	0.21	8.8	A		SB	L	0.31	17.0	B		SB	L	0.23	24.1	C	
	SB	TR	1.17	117.2	F	*	SB	TR	1.22	130.3	F	*	SB	TR	1.24	140.6	F	*	SB	TR	1.29	167.3	F	*
3rd Avenue &	EB	L	0.93	119.7	F	*	EB	L	0.43	44.1	D		EB	L	0.43	50.0	D		EB	L	0.47	49.7	D	
9th Street	EB	TR	0.50	45.1	D		EB	TR	0.37	37.1	D		EB	TR	0.53	45.7	D		EB	TR	0.43	38.5	D	
	WB	L	0.28	41.8	D		WB	L	0.26	36.4	D		WB	L	0.34	43.7	D		WB	L	0.45	42.6	D	
	WB	TR	1.04	107.6	F	*	WB	TR	0.85	63.0	E		WB	TR	0.96	88.6	F	*	WB	TR	1.04	101.4	F	
	NB	L	0.56	30.1	C		NB	L	0.60	47.3	D	*	NB	L	0.87	121.5	F	*	NB	L	1.05	163.9	F	*
	NB	TR	0.60	19.0	B		NB	TR	0.94	51.0	D		NB	TR	0.98	54.7	D	*	NB	TR	0.56	21.4	C	
	SB	L	0.31	18.5	B		SB	L	0.36	22.1	C		SB	L	0.43	21.7	C		SB	L	0.22	18.2	B	
	SB	TR	1.03	67.1	E	*	SB	TR	1.15	114.7	F	*	SB	TR	1.35	195.1	F	*	SB	TR	1.19	128.8	F	*
3rd Avenue &	WB	L	0.91	69.5	E		WB	L	0.72	50.1	D		WB	L	1.00	87.3	F		WB	L	0.80	58.8	E	
Prospect Avenue	WB	LT	1.20	167.3	F	*	WB	LT	0.50	46.1	D		WB	LT	0.64	56.7	E		WB	LT	0.81	67.7	E	
	WB	R	0.35	49.0	D		WB	R	0.18	39.5	D		WB	R	0.23	46.0	D		WB	R	0.27	46.5	D	
	NB	LT	0.95	34.4	C		NB	LT	0.92	48.0	D		NB	LT	0.86	58.8	E		NB	LT	1.10	83.6	F	
	NB	T	0.67	9.0	A		NB	T	0.48	14.3	B		NB	T	0.53	14.5	B		NB	T	0.47	3.3	A	
	SB (3rd Ave)	T	0.59	52.3	D		SB (3rd Ave)	T	0.53	43.0	D		SB (3rd Ave)	T	0.76	50.3	D		SB (3rd Ave)	T	0.30	36.0	D	
	SB (On-Ramp)	TR	1.22	167.8	F	*	SB (On-Ramp)	TR	0.95	72.5	E	*	SB (On-Ramp)	TR	1.18	142.8	F	*	SB (On-Ramp)	TR	0.91	64.0	E	*
3rd Avenue &	EB	LTR	0.87	68.4	E	*	EB	LTR	0.94	75.4	E	*	EB	LTR	0.94	74.6	E	*	EB	LTR	0.79	62.0	E	
17th Street	NB	TR	0.62	18.4	B		NB	TR	0.42	15.3	B		NB	TR	0.55	22.5	C		NB	TR	0.56	15.8	B	
	SB	L	0.72	61.4	E	*	SB	L	0.62	52.8	D		SB	L	0.44	93.7	F		SB	L	0.64	64.3	E	
	SB	T	0.11	24.5	C		SB	T	0.12	22.5	C		SB	T	0.19	0.8	A		SB	T	0.18	4.6	A	

Signalized Intersections	With-Action AM Peak Hour						With-Action Midday Peak Hour						With-Action PM Peak Hour						With-Action SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
4th Avenue &	EB	LTR	0.15	15.2	B		EB	LTR	0.32	25.0	C		EB	LTR	0.65	37.3	D		EB	LTR	0.42	26.9	C	
St. Marks Place	NB	TR	0.96	52.4	D		NB	TR	0.57	22.4	C		NB	TR	0.67	21.7	C		NB	TR	0.67	24.5	C	
	SB	L	0.41	45.2	D		SB	L	0.13	17.9	B		SB	L	0.16	16.5	B		SB	L	0.33	25.1	C	
	SB	T	0.71	35.2	D		SB	T	0.51	21.7	C		SB	T	0.78	26.0	C		SB	T	0.47	20.7	C	
4th Avenue &	EB	LTR	1.45	244.8	F	*	EB	LTR	0.82	39.0	D		EB	LTR	1.82	418.8	F	*	EB	LTR	1.02	40.4	D	
Union Street	WB	LTR	1.86	441.5	F	*	WB	LTR	0.68	29.9	C		WB	LTR	1.65	358.7	F	*	WB	LTR	0.73	32.4	C	
	NB	TR	0.61	15.0	B		NB	TR	0.63	30.4	C		NB	TR	0.59	14.5	B		NB	TR	0.85	38.2	D	
	SB	L	0.42	22.1	C		SB	L	0.29	29.6	C		SB	L	0.48	23.4	C		SB	L	0.87	108.7	F	*
	SB	TR	0.60	15.1	B		SB	TR	0.74	35.0	C		SB	TR	0.85	23.8	C		SB	TR	0.93	48.8	D	
4th Avenue &	EB	LTR	0.63	38.1	D		EB	LTR	0.21	20.4	C		EB	LTR	0.87	50.5	D		EB	LTR	0.42	16.9	B	
Caroll Street	NB	TR	0.94	34.2	C		NB	TR	0.91	47.8	D		NB	TR	0.79	21.9	C		NB	TR	1.23	146.4	F	
	SB	L	0.31	19.2	B		SB	L	0.37	36.3	D		SB	L	0.26	15.2	B		SB	L	0.96	151.1	F	*
	SB	T	0.68	18.1	B		SB	T	0.75	35.9	D		SB	T	0.87	25.9	C		SB	T	0.93	48.5	D	
4th Avenue &	EB	LTR	1.09	90.0	F		EB	LTR	0.80	50.3	D		EB	LTR	1.35	202.1	F	*	EB	LTR	0.74	20.0	B	
3rd Street	NB	L	1.46	262.7	F		NB	L	0.92	65.0	E		NB	L	0.91	89.6	F	*	NB	L	1.11	128.6	F	
	NB	TR	1.08	72.1	E	*	NB	TR	0.82	27.9	C		NB	TR	0.59	11.0	B		NB	TR	0.98	48.5	D	
	SB	TR	0.98	46.0	D	*	SB	TR	0.94	47.4	D		SB	TR	1.12	87.5	F	*	SB	TR	1.01	62.3	E	*
4th Avenue &	EB	LT	0.96	88.7	F	*	EB	LT	0.55	34.8	C		EB	LT	1.04	102.8	F	*	EB	LT	0.51	32.8	C	
9th Street	EB	R	0.10	31.6	C		EB	R	0.17	25.9	C		EB	R	0.20	31.9	C		EB	R	0.10	24.8	C	
	WB	L	0.53	47.3	D		WB	L	0.40	32.0	C		WB	L	0.66	56.5	E		WB	L	0.31	29.5	C	
	WB	T	0.72	49.1	D		WB	T	0.60	35.8	D		WB	T	0.70	46.9	D		WB	T	0.67	37.9	D	
	WB	R	0.42	39.4	D		WB	R	0.13	25.3	C		WB	R	0.19	31.8	C		WB	R	0.05	24.1	C	
	NB	L	0.41	36.7	D		NB	L	0.33	41.2	D		NB	L	0.45	60.0	E		NB	L	0.40	49.9	D	
	NB	TR	1.15	100.8	F		NB	TR	0.87	36.3	D		NB	TR	0.79	25.7	C		NB	TR	1.01	57.7	E	
	SB	TR	0.88	37.8	D		SB	TR	0.97	57.3	E		SB	TR	1.20	129.9	F	*	SB	TR	1.09	92.7	F	*
4th Avenue &	WB	LTR	1.06	88.3	F		WB	LTR	0.87	53.2	D		WB	LTR	1.09	101.0	F	*	WB	LTR	0.95	62.1	E	
Prospect Avenue	NB	L	0.71	15.5	B		NB	L	0.50	9.2	A		NB	L	0.58	16.1	B		NB	L	0.50	10.2	B	
	NB	T	0.75	1.6	A		NB	T	0.45	1.1	A		NB	T	0.59	1.1	A		NB	T	0.51	1.5	A	
	SB	T	0.83	41.0	D		SB	T	0.71	30.2	C		SB	T	0.98	51.4	D	*	SB	T	0.66	28.5	C	
	SB	R	0.54	33.9	C		SB	R	0.33	22.9	C		SB	R	0.55	27.2	C		SB	R	0.28	22.0	C	
4th Avenue &	EB	LTR	0.76	50.8	D	*	EB	LTR	1.13	118.5	F	*	EB	LTR	0.98	68.2	E	*	EB	LTR	1.11	108.3	F	*
17th Street	NB	T	0.97	42.5	D		NB	T	1.08	92.3	F		NB	T	1.08	85.3	F	*	NB	T	1.00	63.9	E	
	NB	R	0.18	14.0	B		NB	R	0.39	28.8	C		NB	R	0.35	24.6	C		NB	R	0.49	31.9	C	
	SB	L	1.13	115.9	F	*	SB	L	0.89	49.1	D		SB	L	1.01	62.9	E	*	SB	L	1.03	83.6	F	*
	SB	T	0.41	1.8	A		SB	T	0.48	3.8	A		SB	T	0.68	6.6	A		SB	T	0.49	4.5	A	
5th Avenue &	EB	LTR	0.80	34.7	C		EB	LTR	0.64	25.2	C		EB	LTR	0.90	43.4	D		EB	LTR	0.84	37.6	D	
Union Street	WB	LTR	1.07	85.9	F	*	WB	LTR	0.71	28.8	C		WB	LTR	0.71	28.6	C		WB	LTR	0.74	30.0	C	
	NB	LTR	0.87	41.7	D		NB	LTR	0.66	26.2	C		NB	LTR	0.98	58.7	E	*	NB	LTR	0.95	52.7	D	*
	SB	LTR	0.67	26.7	C		SB	LTR	0.71	28.9	C		SB	LTR	0.74	30.5	C		SB	LTR	0.75	30.7	C	
5th Avenue &	EB	LTR	0.74	43.1	D		EB	LTR	0.58	33.9	C		EB	LTR	0.60	34.4	C		EB	LTR	0.95	73.2	E	
3rd Street	NB	TR	0.79	28.3	C		NB	TR	0.62	20.2	C		NB	TR	0.95	45.1	D		NB	TR	0.91	40.3	D	
	SB	LT	0.54	18.4	B		SB	LT	0.50	17.5	B		SB	LT	0.68	23.1	C		SB	LT	0.55	18.5	B	

Signalized Intersections	With-Action AM Peak Hour						With-Action Midday Peak Hour						With-Action PM Peak Hour						With-Action SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
5th Avenue &	EB	L	0.22	17.9	B		EB	L	0.23	17.7	B		EB	L	0.21	17.4	B		EB	L	0.33	20.5	C	
9th Street	EB	TR	0.45	20.2	C		EB	TR	0.38	18.9	B		EB	TR	0.49	21.0	C		EB	TR	0.51	21.4	C	
	WB	L	0.16	16.1	B		WB	L	0.18	16.3	B		WB	L	0.23	17.5	B		WB	L	0.19	16.9	B	
	WB	TR	0.79	33.8	C		WB	TR	0.69	28.2	C		WB	TR	0.62	24.7	C		WB	TR	0.74	29.6	C	
	NB	L	0.29	19.2	B		NB	L	0.27	18.9	B		NB	L	0.31	20.1	C		NB	L	0.31	20.1	C	
	NB	TR	0.68	26.8	C		NB	TR	0.67	26.3	C		NB	TR	0.78	31.9	C		NB	TR	0.81	34.1	C	
	SB	L	0.14	16.1	B		SB	L	0.22	17.6	B		SB	L	0.22	18.3	B		SB	L	0.27	19.3	B	
	SB	TR	0.66	26.3	C		SB	TR	0.66	26.3	C		SB	TR	0.65	25.8	C		SB	TR	0.75	30.8	C	
Atlantic Avenue &	EB	T	0.77	28.8	C		EB	T	0.75	22.0	C		EB	T	0.88	31.7	C		EB	T	0.75	24.4	C	
Bond St	WB	TR	1.09	65.2	E		WB	TR	0.93	15.4	B		WB	TR	1.05	51.5	D		WB	TR	0.90	21.9	C	
	NB	LTR	1.53	287.9	F	*	NB	LTR	1.43	241.1	F	*	NB	LTR	1.65	345.9	F	*	NB	LTR	1.42	243.5	F	*
Atlantic Avenue &	EB	TR	0.89	16.4	B		EB	TR	0.95	35.6	D		EB	TR	1.09	57.5	E	*	EB	TR	1.08	55.9	E	
Nevins St	WB	LT	1.51	248.7	F	*	WB	LT	1.38	199.1	F	*	WB	LT	1.54	272.5	F	*	WB	LT	1.50	252.2	F	*
	SB	L	0.28	34.4	C		SB	L	0.42	33.6	C		SB	L	0.44	41.5	D		SB	L	0.38	39.7	D	
	SB	TR	1.09	116.7	F	*	SB	TR	1.34	210.9	F		SB	TR	1.72	380.7	F	*	SB	TR	1.36	223.2	F	*
Atlantic Avenue &	EB	TR	0.92	62.8	E		EB	TR	0.80	29.4	C		EB	TR	1.02	32.9	C		EB	TR	0.95	21.5	C	
3rd Avenue	WB	T	1.32	162.3	F	*	WB	T	0.84	18.4	B		WB	T	1.00	39.5	D		WB	T	1.01	28.8	C	
	WB	R	0.64	16.0	B		WB	R	0.36	13.6	B		WB	R	0.52	26.1	C		WB	R	0.50	14.9	B	
	NB	LTR	0.90	53.6	D	*	NB	LTR	0.90	59.4	E	*	NB	LTR	0.95	63.5	E	*	NB	LTR	1.04	86.1	F	*
Atlantic Avenue &	EB	T	0.81	28.5	C		EB	T	0.87	26.4	C		EB	T	1.12	81.6	F	*	EB	T	0.97	39.3	D	
4th Avenue	EB	R	0.29	30.2	C		EB	R	0.36	25.9	C		EB	R	0.56	26.2	C		EB	R	0.45	31.2	C	
	WB	T	1.10	57.1	E	*	WB	T	0.93	21.0	C		WB	T	1.10	69.2	E	*	WB	T	1.13	79.4	E	
	NB	L	1.07	120.7	F		NB	L	0.69	54.1	D		NB	L	1.03	106.7	F		NB	L	0.95	83.8	F	
	NB	LR	1.19	172.6	F	*	NB	LR	0.71	60.6	E		NB	LR	1.17	166.6	F	*	NB	LR	0.94	99.2	F	
	NB	R	0.73	62.1	E		NB	R	0.62	52.1	D		NB	R	0.71	58.4	E		NB	R	0.49	46.0	D	
	SB	LT	1.26	180.4	F	*	SB	LT	1.19	147.4	F	*	SB	LT	1.43	245.3	F	*	SB	LT	1.11	116.8	F	*
	SB	R	0.45	46.4	D		SB	R	0.25	37.3	D		SB	R	0.34	35.6	D		SB	R	0.24	37.3	D	
Atlantic Avenue &	EB	T	0.98	41.2	D		EB	T	0.89	23.8	C		EB	T	1.08	55.7	E	*	EB	T	1.00	35.1	D	
Flatbush Avenue	EB	R	0.53	32.0	C		EB	R	0.72	33.4	C		EB	R	0.82	27.8	C		EB	R	0.46	26.1	C	
	WB	T	1.01	59.7	E	*	WB	T	0.78	32.9	C		WB	T	0.84	35.7	D		WB	T	0.88	38.5	D	
	WB	R	1.12	124.9	F		WB	R	1.22	163.3	F		WB	R	1.27	183.6	F		WB	R	1.34	211.0	F	
	NB	T	0.75	29.2	C		NB	T	0.59	25.1	C		NB	T	0.66	26.6	C		NB	T	0.71	27.9	C	
	SB	T	0.68	28.4	C		SB	T	0.74	30.0	C		SB	T	0.84	35.2	D		SB	T	0.77	31.3	C	

* Denotes a significant adverse impact.

Unsignalized Intersections	With-Action AM Peak Hour						With-Action Midday Peak Hour						With-Action PM Peak Hour						With-Action SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Court Street &	EB	TR	1.13	231.8	F	*	EB	TR	0.30	27.5	D		EB	TR	0.77	111.4	F	*	EB	TR	0.82	88.8	F	*
Luquer Street	SB	LT	0.23	5.5	A		SB	LT	0.08	3.4	A		SB	LT	0.13	3.7	A		SB	LT	0.12	3.8	A	
Smith Street &	WB	TR	139.67	9999.0	F	*	WB	TR	12.98	9999.0	F	*	WB	TR	69.32	9999.0	F	*	WB	TR	43.94	9999.0	F	*
4th Place/5th Street	NB	LT	0.21	5.1	A		NB	LT	0.04	1.2	A		NB	LT	0.09	2.3	A		NB	LT	0.09	2.4	A	
Smith Street &	EB	L	4.71	9999.0	F	*	EB	L	0.82	75.9	F	*	EB	L	1.75	423.2	F	*	EB	L	1.24	203.8	F	*
Luquer Street																								
Smith Street &	NB	LT	0.14	3.2	A		NB	LT	0.05	1.4	A		NB	LT	0.07	1.8	A		NB	LT	0.07	1.7	A	
Nelson Street &	WB	TR	4.83	9999.0	F	#	WB	TR	0.76	183.1	F	#	WB	TR	1.79	639.8	F	#	WB	TR	1.13	319.9	F	#
Smith Street &	EB	LT	999.00	9999.0	F	*	EB	LT	999.00	9999.0	F	*	EB	LT	99.99	9999.0	F	*	EB	LT	5.19	9999.0	F	*
Huntington Street	WB	R	2.33	1753.8	F	#	WB	R	1.17	747.5	F	#	WB	R	1.31	861.4	F	#	WB	R	0.45	418.0	F	#
Hoyt Street &	WB	LT	0.34	22.7	C		WB	LT	0.14	16.4	C		WB	LT	0.26	21.3	C		WB	LT	0.23	21.1	C	
Douglass Street	SB	LTR	0.04	1.0	A		SB	LTR	0.04	1.3	A		SB	LTR	0.03	0.9	A		SB	LTR	0.03	1.0	A	
Hoyt Street &	WB	LT	0.97	118.0	F	*	WB	LT	0.15	15.5	C		WB	LT	0.27	21.6	C		WB	LT	0.30	22.2	C	
Sackett Street																								
Hoyt Street &	WB	L	0.64	56.5	F	*	WB	L	0.10	15.9	C		WB	L	0.23	22.4	C		WB	L	0.20	19.9	C	
President Street																								
Hoyt Street &	EB	R	0.24	15.5	C		EB	R	0.12	12.6	B		EB	R	0.20	13.8	B		EB	R	0.24	14.9	B	
Carroll Street &																								
Hoyt Street &	WB	LT	0.33	39.5	E	#	WB	LT	0.26	25.9	D	#	WB	LT	0.27	32.4	D	#	WB	LT	0.17	24.1	C	#
2nd Street																								
Hoyt Street &	EB	TR	-	11.6	B		EB	TR	-	10.1	B		EB	TR	-	11.6	B		EB	TR	-	11.4	B	
3rd Street	WB	LT	-	38.8	E	*	WB	LT	-	13.0	B		WB	LT	-	18.2	C		WB	LT	-	14.8	B	
(All-Way Stop Controlled)	SB	LTR	-	25.6	D		SB	LTR	-	14.1	B		SB	LTR	-	24.8	C		SB	LTR	-	19.7	C	
Hoyt Street &	EB	TR	2.74	832.8	F	*	EB	TR	2.14	582.2	F	*	EB	TR	1.93	463.3	F	*	EB	TR	1.18	144.2	F	*
4th Street	SB	LT	0.06	1.8	A		SB	LT	0.02	0.9	A		SB	LT	0.02	0.9	A		SB	LT	0.01	0.7	A	
Bond Street &	WB	R	1.31	201.4	F	*	WB	R	0.70	39.0	E	*	WB	R	1.01	98.4	F	*	WB	R	0.94	80.4	F	*
Butler Street																								
Bond Street &	EB	LT	0.49	39.7	E	#	EB	LT	0.32	25.7	D	#	EB	LT	0.41	32.4	D	#	EB	LT	0.39	28.2	D	#
Degraw Street	WB	R	0.11	18.0	C		WB	R	0.06	15.6	C		WB	R	0.12	18.0	C		WB	R	0.08	17.2	C	
Bond Street &	EB	LT	1.42	345.9	F	*	EB	LT	0.30	50.4	F	*	EB	LT	0.95	138.0	F	*	EB	LT	1.01	179.9	F	*
Caroll Street	WB	R	0.10	33.0	D	#	WB	R	0.03	22.9	C	#	WB	R	0.08	27.0	D	#	WB	R	0.04	30.1	D	#
Bond Street &	EB	LT	0.52	49.1	E	#	EB	LT	0.17	26.4	D	#	EB	LT	0.31	30.0	D	#	EB	LT	0.35	37.8	E	#
1st Street	WB	R	0.11	18.4	C		WB	R	0.06	16.3	C		WB	R	0.06	17.3	C		WB	R	0.14	19.8	C	

Unsignalized Intersections	With-Action AM Peak Hour						With-Action Midday Peak Hour						With-Action PM Peak Hour						With-Action SAT Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
Bond Street &	WB	TR	0.10	22.6	C		WB	TR	0.09	21.2	C		WB	TR	0.08	20.1	C		WB	TR	0.05	21.0	C	
2nd Street	NB	LTR	0.03	0.9	A		NB	LTR	0.04	1.2	A		NB	LTR	0.03	0.8	A		NB	LTR	0.02	0.6	A	
Bond Street &	EB	LR	0.27	8.1	A		EB	LR	0.19	7.9	A		EB	LR	0.34	8.4	A		EB	LR	0.20	7.8	A	
4th Street	NB	T	0.05	35.5	E	#	NB	T	0.08	59.7	F	#	NB	T	0.09	64.6	F	#	NB	T	0.04	27.8	D	#
Nevins Street &	WB	LT	-	13.2	B		WB	LT	-	10.6	B		WB	LT	-	12.7	B		WB	LT	-	11.0	B	
Butler Street	SB	TR	-	12.2	B		SB	TR	-	11.7	B		SB	TR	-	21.7	C		SB	TR	-	13.5	B	
(All-Way Stop Controlled)																								
Nevins Street &	EB	R	0.01	11.6	B		EB	R	0.02	17.8	C		EB	R	0.02	14.9	B		EB	R	0.02	15.0	B	
Degraw Street	WB	LT	0.21	16.5	C		WB	LT	0.40	46.7	E	*	WB	LT	0.62	49.2	E	*	WB	LT	0.54	46.2	E	*
Nevins Street &	EB	LT	0.01	0.8	A		EB	LT	0.01	0.9	A		EB	LT	0.01	0.7	A		EB	LT	0.01	0.7	A	
Caroll Street	SB	LR	0.52	20.0	C		SB	LR	0.51	19.7	C		SB	LR	0.78	36.5	E	*	SB	LR	1.10	113.8	F	*
Luquer Street &	EB	R	0.02	9.2	A		EB	R	0.02	9.4	A		EB	R	0.03	9.4	A		EB	R	0.02	9.1	A	
Hoyt Street Extention																								

* Denotes a significant adverse impact.

- denotes no significant adverse impact under *CEQR Technical Manual* criteria as minor street volume would total less than 90 PCEs in the With Action condition.

Table G-4
Parking Regulations Code Definitions

Map Ref.	Parking Regulation
1a	1 HOUR METERED PARKING 7:30AM-7PM EXCEPT SUNDAY
1b	1 HOUR METERED PARKING 8AM-7PM EXCEPT SUNDAY
1c	1 HOUR METERED PARKING 8:30AM-7PM EXCEPT SUNDAY
1d	1 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY
1e	1 HOUR METERED PARKING 10AM-7PM EXCEPT SUNDAY
1f	1 HOUR METERED PARKING MONDAY-FRIDAY 10AM-4PM SATURDAY 8AM-7PM
1g	1 HOUR METERED PARKING MONDAY-FRIDAY 10AM-7PM SATURDAY 8AM-7PM
1h	1 HOUR METERED PARKING MONDAY-FRIDAY 4PM-7PM SATURDAY 8AM-7PM
1i	1 HOUR METERED PARKING MONDAY-FRIDAY 4PM-7PM SATURDAY 9AM-7PM
1j	1 HOUR METERED PARKING MONDAY-FRIDAY 8AM-4PM SATURDAY 8AM-7PM
2a	2 HOUR METERED PARKING 8AM-7PM EXCEPT SUNDAY
2b	2 HOUR METERED PARKING 8:30AM-7PM EXCEPT SUNDAY
2c	2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY
2d	2 HOUR METERED PARKING 9:30AM-7PM EXCEPT SUNDAY
2e	2 HOUR METERED PARKING 10AM-7PM EXCEPT SUNDAY
2f	2 HOUR METERED PARKING MONDAY-FRIDAY 1PM-7PM SATURDAY 8:30AM-7PM
2g	2 HOUR METERED PARKING MONDAY-FRIDAY 4PM-7PM SATURDAY 8AM-7PM
2h	2 HOUR METERED PARKING MONDAY-FRIDAY 9AM-4PM SATURDAY 9AM-7PM
3a	NO PARKING 7:30AM-7PM EXCEPT SUNDAY
3b	NO PARKING 8AM-6PM EXCEPT SUNDAY
3c	NO PARKING 8AM-7PM EXCEPT SUNDAY
3d	NO PARKING 8AM-MIDNIGHT EXCEPT SUNDAY
3e	NO PARKING 8AM-6PM SCHOOL DAYS
3f	NO PARKING 8AM-6PM (INCLUDING SUNDAY) EXCEPT TOUR BUSES
3g	NO PARKING MONDAY-FRIDAY 7AM-7PM
3h	NO PARKING MONDAY-FRIDAY 8AM-3PM
3i	NO PARKING MONDAY-FRIDAY 8AM-6PM
4a	NO PARKING 7AM-7:30AM EXCEPT SUNDAY (STREET CLEANING)
4b	NO PARKING 7:30AM-8AM EXCEPT SUNDAY (STREET CLEANING)
4c	NO PARKING 8AM-8:30AM EXCEPT SUNDAY (STREET CLEANING)
4d	NO PARKING 8:30AM-9AM EXCEPT SUNDAY (STREET CLEANING)
4e	NO PARKING 9AM-9:30AM EXCEPT SUNDAY (STREET CLEANING)
4f	NO PARKING 9:30AM-10AM EXCEPT SUNDAY (STREET CLEANING)
5a	NO PARKING MONDAY 8:30AM-10AM (STREET CLEANING)
5b	NO PARKING MONDAY 9AM-10:30AM (STREET CLEANING)
5c	NO PARKING MONDAY 9:30AM-11AM (STREET CLEANING)
5d	NO PARKING MONDAY 11:30AM-1PM (STREET CLEANING)
5e	NO PARKING TUESDAY 7:30AM-8AM (STREET CLEANING)
5f	NO PARKING TUESDAY 8:30AM-10AM (STREET CLEANING)
5g	NO PARKING TUESDAY 9:30AM-11AM (STREET CLEANING)
5h	NO PARKING TUESDAY 11AM TO 12:30PM (STREET CLEANING)
5i	NO PARKING TUESDAY 11:30AM-1PM (STREET CLEANING)
5j	NO PARKING WEDNESDAY 8:30AM-10AM (STREET CLEANING)
5k	NO PARKING WEDNESDAY 9AM-10:30AM (STREET CLEANING)
5l	NO PARKING WEDNESDAY 9:30AM-11AM (STREET CLEANING)
5m	NO PARKING WEDNESDAY 11AM-12:30PM (STREET CLEANING)
5n	NO PARKING WEDNESDAY 11:30AM TO 1PM (STREET CLEANING)
5o	NO PARKING THURSDAY 7:30AM-8AM (STREET CLEANING)

Table G-4 (cont'd)
Parking Regulations Code Definitions

Map Ref.	Parking Regulation
5p	NO PARKING THURSDAY 8AM-8:30AM (STREET CLEANING)
5q	NO PARKING THURSDAY 8:30AM-10AM (STREET CLEANING)
5r	NO PARKING THURSDAY 9AM-10:30AM (STREET CLEANING)
5s	NO PARKING THURSDAY 9:30AM-11AM (STREET CLEANING)
5u	NO PARKING THURSDAY 11AM-12:30PM (STREET CLEANING)
5v	NO PARKING THURSDAY 11:30AM-1PM (STREET CLEANING)
5w	NO PARKING THURSDAY 11AM-2PM (STREET CLEANING)
5x	NO PARKING FRIDAY 8:30AM-10AM (STREET CLEANING)
5y	NO PARKING FRIDAY 9AM-10:30AM (STREET CLEANING)
5z	NO PARKING FRIDAY 9:30AM-11AM (STREET CLEANING)
5aa	NO PARKING FRIDAY 11:30AM-1PM (STREET CLEANING)
5bb	NO PARKING SATURDAY 7:30AM-8AM (STREET CLEANING)
5cc	NO PARKING SATURDAY 8AM-8:30AM (STREET CLEANING)
6a	NO PARKING MONDAY WEDNESDAY FRIDAY MIDNIGHT-3AM (STREET CLEANING) (NIGHT REGULATION)
6b	NO PARKING MONDAY WEDNESDAY FRIDAY 8:30AM-9AM (STREET CLEANING)
6c	NO PARKING MONDAY TUESDAY THURSDAY FRIDAY 7:30AM-8AM (STREET CLEANING)
6d	NO PARKING MONDAY THURSDAY MIDNIGHT-3AM (STREET CLEANING) (NIGHT REGULATION)
6e	NO PARKING MONDAY THURSDAY 3AM-6AM (STREET CLEANING) (NIGHT REGULATION)
6f	NO PARKING MONDAY THURSDAY 11:30AM TO 1PM (STREET CLEANING)
6g	NO PARKING TUESDAY FRIDAY MIDNIGHT-3AM (STREET CLEANING) (NIGHT REGULATION)
6h	NO PARKING TUESDAY FRIDAY 3AM-6AM (STREET CLEANING) (NIGHT REGULATION)
6i	NO PARKING TUESDAY FRIDAY 9:30-11AM (STREET CLEANING)
6j	NO PARKING TUESDAY FRIDAY 11AM-2PM (STREET CLEANING)
6k	NO PARKING TUESDAY THURSDAY SATURDAY MIDNIGHT-3AM (STREET CLEANING) (NIGHT REGULATION)
6l	NO PARKING TUESDAY THURSDAY SATURDAY 8:30AM-9AM (STREET CLEANING)
7a	NO STANDING FIRE ZONE
7b	NO STANDING ACCESS-A-RIDE BUS STOP
7c	NO STANDING HOTEL LOADING ZONE
7d	NO STANDING SCHOOL DAYS 7AM-4PM
7e	NO STANDING SCHOOL DAYS 7AM-5PM
7f	NO STANDING 7AM-10AM INCLUDING SUNDAY
7g	NO STANDING 4PM-7PM ALL DAYS
7h	NO STANDING 6AM-6PM EXCEPT SUNDAY
7i	NO STANDING 7AM-7PM EXCEPT SUNDAY
7j	NO STANDING 7AM-10AM EXCEPT SUNDAY
7k	NO STANDING 8AM-7PM EXCEPT SUNDAY
7l	NO STANDING 4PM-7PM EXCEPT SUNDAY
7m	NO STANDING MONDAY THURSDAY 6AM-10AM
7n	NO STANDING MONDAY-FRIDAY 7AM-10AM
7o	NO STANDING MONDAY-FRIDAY 7AM-5PM
7p	NO STANDING MONDAY-FRIDAY 4PM-7PM
7q	NO STANDING MONDAY-FRIDAY 4PM-8PM
7r	NO STANDING 6AM-6PM SUNDAY EXCEPT FARMERS MARKET
8a	TRUCK LOADING ONLY
8b	TRUCK LOADING ONLY 5AM-NOON EXCEPT SUNDAY
8c	TRUCK LOADING ONLY 6AM-6PM ALL DAYS
8d	TRUCK LOADING ONLY 6AM-6PM EXCEPT SUNDAY
8e	TRUCK LOADING ONLY 7AM-11AM EXCEPT SUNDAY

Table G-4 (cont'd)
Parking Regulations Code Definitions

Map Ref.	Parking Regulation
8f	TRUCK LOADING ONLY 7AM-4PM EXCEPT SUNDAY
8g	TRUCK LOADING ONLY 7AM-7PM EXCEPT SUNDAY
8h	TRUCK LOADING ONLY 8AM-5PM EXCEPT SUNDAY
8i	TRUCK LOADING ONLY 8AM-6PM EXCEPT SUNDAY
8j	TRUCK LOADING ONLY 9AM-6PM EXCEPT SUNDAY
8k	TRUCK LOADING ONLY 10AM-4PM EXCEPT SUNDAY
8l	TRUCK LOADING ONLY 10AM-6PM EXCEPT SUNDAY
8m	TRUCK LOADING ONLY MONDAY THURSDAY 10PM-3AM
8n	TRUCK LOADING ONLY MONDAY-FRIDAY 6AM-6PM
8o	TRUCK LOADING ONLY MONDAY-FRIDAY 6AM-7PM
8p	TRUCK LOADING ONLY MONDAY-FRIDAY 7AM-1PM
8q	TRUCK LOADING ONLY MONDAY-FRIDAY 7AM-4PM
8r	TRUCK LOADING ONLY MONDAY-FRIDAY 7AM-5PM
8s	TRUCK LOADING ONLY MONDAY-FRIDAY 7AM-6PM
8t	TRUCK LOADING ONLY MONDAY-FRIDAY 7AM-7PM
8u	TRUCK LOADING ONLY MONDAY-FRIDAY 8AM-4PM
8v	TRUCK LOADING ONLY MONDAY-FRIDAY 8AM-5PM
8w	TRUCK LOADING ONLY MONDAY-FRIDAY 8AM-6PM
8x	TRUCK LOADING ONLY MONDAY-FRIDAY 8AM-10AM
8y	TRUCK LOADING ONLY MONDAY-FRIDAY 9AM-5PM
8z	TRUCK LOADING ONLY MONDAY-FRIDAY 9AM-6PM
8aa	TRUCK LOADING ONLY WEDNESDAY 8AM-1PM
8bb	NO PARKING TRUCK WAITING LINE 7AM-6PM MONDAY-FRIDAY 2 HOUR LIMIT
9a	MTA BUS STOP NO STANDING
9b	NON MTA BUS STOP NO STANDING
9c	TAXI (SYMBOL) TAXI RELIEF STAND 1 HOUR LIMIT
9d	TAXI (SYMBOL) TAXI/FHV RELIEF STAND 1 HOUT LIMIT MONDAY-FRIDAY 8AM-6PM
NPA	NO PARKING ANYTIME
NSA	NO STANDING ANYTIME
NSO	NO STOPPING ANYTIME
NSX	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES

TABLE G-5
RWCDS Parking Demand

	No-Action						With-Action					
	Weekday Midday			Overnight			Weekday Midday			Overnight		
Site	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand
1	48	53	0	59	53	6	72	50	22	81	50	31
2	56	60	0	68	60	8	73	57	16	91	57	34
3	4	10	0	9	10	0	19	0	19	19	0	19
4	0	0	0	0	0	0	9	0	9	11	0	11
5	0	0	0	0	0	0	25	0	25	24	0	24
6	0	0	0	0	0	0	2	0	2	10	0	10
7	65	0	65	0	0	0	96	0	96	38	0	38
8	5	0	5	0	0	0	0	0	0	3	0	3
9	2	0	2	0	0	0	2	0	2	10	0	10
10	6	0	6	0	0	0	2	0	2	8	0	8
11	5	0	5	0	0	0	0	0	0	3	0	3
12	33	0	33	0	0	0	91	63	28	102	63	39
13	0	0	0	0	0	0	40	0	40	47	0	47
14	0	31	0	0	31	0	22	0	22	22	0	22
15	0	0	0	0	0	0	114	87	27	140	87	53
16	6	0	6	0	0	0	35	0	35	0	0	0
17	27	29	0	32	29	3	35	0	35	44	0	44
18	0	0	0	0	0	0	113	83	30	133	83	50
19	0	0	0	0	0	0	108	76	32	122	76	46
20	15	0	15	0	0	0	106	63	43	102	63	39
21	25	52	0	0	52	0	47	0	47	50	0	50
22	60	30	30	0	30	0	125	74	51	120	74	46
23	0	0	0	0	0	0	8	0	8	0	0	0
24	0	0	0	0	0	0	49	42	7	67	42	25
25	19	63	0	0	63	0	97	0	97	59	0	59
26	0	0	0	0	0	0	28	0	28	0	0	0
27	0	0	0	0	0	0	105	63	42	95	63	32
28	0	0	0	0	0	0	198	130	68	208	130	78
29	43	0	43	0	0	0	233	140	93	224	140	84
30	123	553	0	0	553	0	67	56	11	90	56	34
31	23	31	0	0	31	0	45	0	45	57	0	57
32	0	0	0	0	0	0	10	0	10	14	0	14
33	0	0	0	0	0	0	1	0	1	2	0	2
34	6	0	6	0	0	0	1	0	1	6	0	6
35	6	0	6	0	0	0	11	0	11	0	0	0
36	0	0	0	0	0	0	58	0	58	79	0	79
37	42	33	9	0	33	0	148	94	54	151	94	57
38	0	0	0	0	0	0	56	45	11	73	45	28
39	84	102	0	109	102	7	132	96	36	145	96	49
40	0	0	0	0	0	0	120	74	46	118	74	44
41	135	221	0	0	221	0	357	213	144	342	213	129
42	0	0	0	0	0	0	111	0	111	0	0	0
43	55	105	0	0	105	0	70	0	70	0	0	0
44	0	0	0	0	0	0	84	51	33	82	51	31
45	0	0	0	0	0	0	1	0	1	8	0	8
46	48	306	0	0	306	0	164	0	164	0	0	0
47	0	0	0	0	0	0	410	0	410	428	0	428
48	45	282	0	0	282	0	333	232	101	373	232	141
49	0	0	0	0	0	0	59	51	8	81	51	30
50	37	146	0	0	146	0	28	0	28	0	0	0
51	1	0	1	4	0	4	17	0	17	21	0	21
52	0	0	0	0	0	0	48	41	7	65	41	24
53	0	0	0	0	0	0	2	0	2	8	0	8
54	0	0	0	0	0	0	2	0	2	7	0	7
55	0	0	0	0	0	0	2	0	2	7	0	7
56	0	0	0	0	0	0	24	0	24	36	0	36
57	14	0	14	0	0	0	44	0	44	0	0	0
58	6	21	0	12	21	0	22	0	22	19	0	19
59	20	0	20	0	0	0	29	0	29	0	0	0
60	0	28	0	0	28	0	20	13	7	25	13	12
61	0	0	0	0	0	0	21	0	21	30	0	30
62	0	0	0	0	0	0	11	0	11	15	0	15
63	0	0	0	0	0	0	58	46	12	74	46	28
Proposed Actions (Sites 1-62)												
Sub-Area A	396	377	181	180	377	17	1,561	712	849	1,525	712	813
Sub-Area B	667	1,779	84	109	1,779	7	2,842	1,228	1,614	2,643	1,228	1,415
Sub-Area C	1	0	1	4	0	4	17	0	17	21	0	21
Total	**1,064**	**2,156**	**266**	**293**	**2,156**	**28**	**4,420**	**1,940**	**2,480**	**4,189**	**1,940**	**2,249**

With-Action Increment	
Midday	Overnight
668	796
1530	1408
16	17
2,214	**2,221**

Notes:

Net Public Parking Demand = excess demand assigned to off-street public parking facilities or on-street spaces; negative values rounded to zero.

Projected development site unchanged in the No-Action condition. Demand accounted for in existing inventory.

120-space public parking lot on Site 28 would remain in the No-Action condition.