Appendix E
TPF-TDF Memo

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TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **May 5, 2021**

PROJECT: **SoHo/NoHo Neighborhood Plan EIS (PHA No. 1223K)**

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 *SoHo/NoHo Neighborhood Plan EIS*. Preliminary 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.

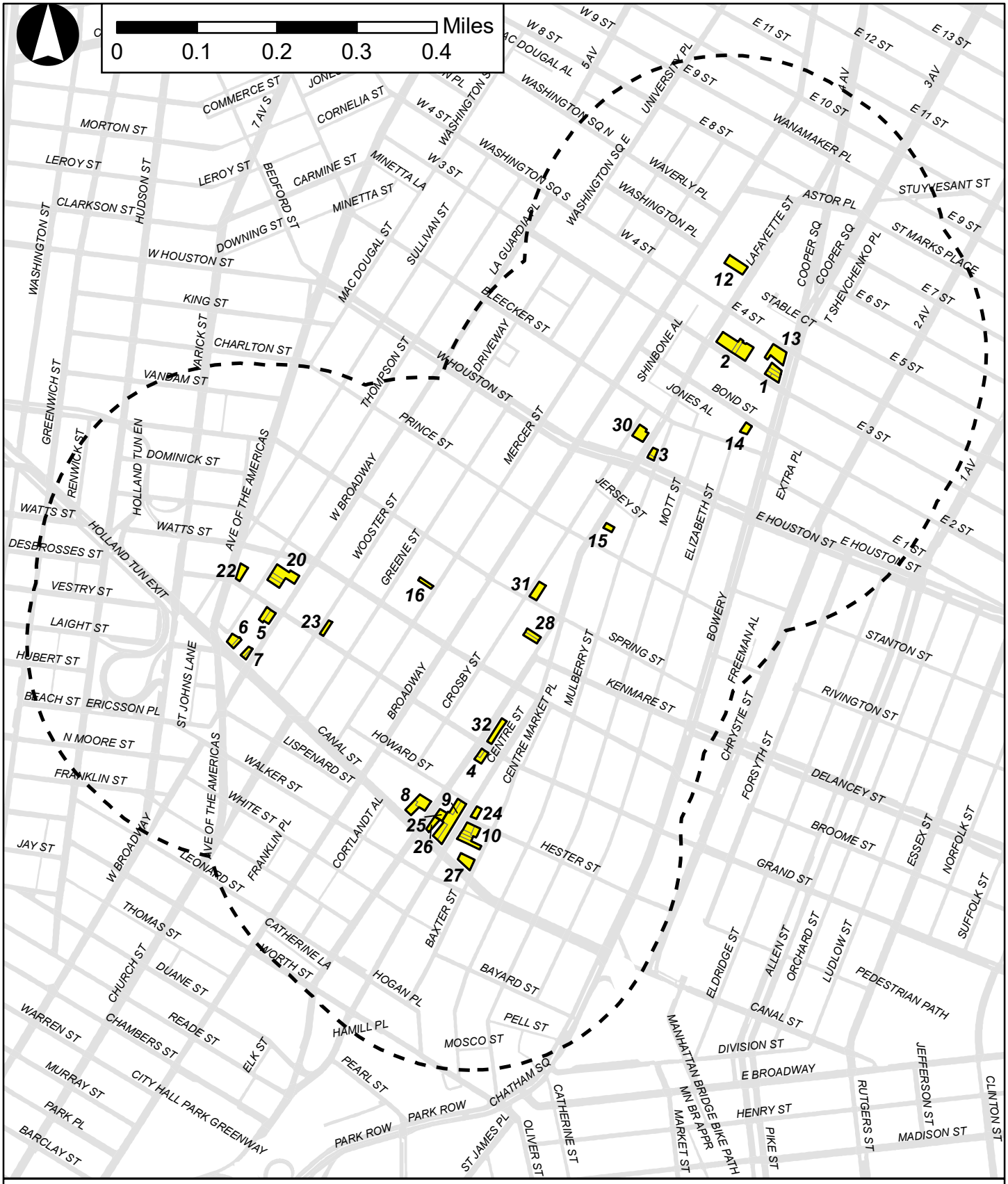
THE PROPOSED ACTIONS

The New York City Department of City Planning (DCP) is proposing a series of land use actions, including zoning map amendments and zoning text amendments, (the "Proposed Actions") to implement land use and zoning changes to better reflect existing neighborhood conditions, strengthen mixed-use, create opportunities for housing including affordable housing, and celebrate the architectural character and creative legacy of Manhattan's SoHo and NoHo neighborhoods. This proposal has been prepared in response to neighborhood-wide planning challenges brought by changing economic and demographic trends, and informed by local stakeholders during the Envision SoHo/NoHo process, a public engagement initiative undertaken in 2019 by the Manhattan Borough President, the Council Member for City Council District 1, and DCP.

The Proposed Actions would affect an approximately 56-block, 146-acre area (the "Project Area") of the SoHo and NoHo neighborhoods of Manhattan, Community District 2. The Project Area is roughly bounded by Astor Place and Houston Street to the north; Bowery, Lafayette Street, and Baxter Street to the east; Canal Street to the south, and Sixth Avenue, West Broadway, and Broadway to the west (see **Figure 1**).

Figure 1

Projected Development Sites



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 2031. 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 within the 10-year analysis period for the Proposed Actions (i.e., by the 2031 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 26 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 considered for the purposes of the transportation analyses. The table shows the amount of gross square feet (gsf), which is used for travel demand forecasting. The amount of zoning square feet (zsf) is also shown for reference. As shown in **Table 1**, under the Proposed Actions, it is estimated that there would be a net increase of 1,829 DUs, 7,566 gross square feet (gsf) of local retail space, 21,348 (gsf) of destination retail space, 36,608 (gsf) of supermarket space, and 20,778 gsf of community facility space, including 11,868 gsf of medical office uses and 8,910 gsf of arts and cultural uses. In addition, it is estimated that there would be a net decrease of 46,811 gsf of office space, 18,084 gsf of light industrial space and 5,000 gsf of warehouse space compared to the No Action condition. There would also be a net decrease of 39,000 gsf of parking garage space. However, as this parking garage space likely generates little if any travel demand independent of other land uses in the area, and as displaced parking demand would likely relocate to other parking facilities in the vicinity, it is not included for the purposes of travel demand forecasting.

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 41, 43, 45, 47, 49, 55.01, 55.02 and 57), data from standard professional references, and data provided by the New York City Department of Transportation (DOT). 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

2031 No Action and With Action Land Uses for the Transportation Analyses

Land Use	No Action Condition[1]	With Action Condition	Net Increment
Residential			
Residential	32 DUs	1,861 DUs	1,829 DUs
Commercial			
Office	207,576 gsf (184,738 zsf)	160,765 gsf (142,957 zsf)	-46,811 gsf (-41,781 zsf)
Local Retail	114,319 gsf (101,679 zsf)	121,885 gsf (106,029 zsf)	7,566 gsf (4,350 zsf)
Destination Retail	0 gsf (0 zsf)	21,348 gsf (18,572 zsf)	21,348 gsf (18,572 zsf)
Supermarket	0 gsf (0 zsf)	33,608 gsf (29,475 zsf)	33,608 gsf (29,475 zsf)
Total Commercial	***321,895 gsf (286,417 zsf)***	***337,606 gsf (297,033 zsf)***	***15,711 gsf (10,616 zsf)***
Industrial			
Light Industrial	18,084 gsf (16,094 zsf)	0 gsf (0 zsf)	-18,084 gsf (-16,094 zsf)
Warehouse	5,000 gsf (4,450 zsf)	0 gsf (0 zsf)	-5,000 gsf (-4,450 zsf)
Total Industrial	**23,084 gsf (20,544 zsf)**	***0 gsf (0 zsf)***	***-23,084 gsf (-20,544 zsf)***
Community Facility			
Arts & Cultural	0 gsf (0 zsf)	8,910 gsf (7,751 zsf)	8,910 gsf (7,751 zsf)
Medical Office	0 gsf (0 zsf)	11,868 gsf (10,562 zsf)	11,868 gsf (10,562 zsf)
Total Community Facility	***0 sf (0 zsf)***	***20,778 gsf (18,313 zsf)***	***20,778 gsf (18,313 zsf)***

Notes:

[1] The No Action RWCDS includes a 39,000 gsf parking garage. As this facility likely generates little if any travel demand independent of other land uses in the area, this space is not reflected in the table.

Table 2

Transportation Planning Factors

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Arts & Cultural	
Trip Generation:	(1)		(1)		(1)		(1)		(1)		(2)		(8)		(9)		(10)	
Weekday	175.0		18.0		8.075		78.2		205.0		14.7		2.36		76.0		40.24	
Saturday	231.0		3.9		9.6		92.5		240.0		2.2		0.2		39.0		40.24	
	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		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(1)		(1)		(2)		(8)		(9)		(10)	
AM	5.0%		12.0%		10.0%		3.0%		3.0%		13.2%		10.0%		11.0%		0.6%	
MD	6.0%		15.0%		5.0%		9.0%		19.0%		11.0%		9.0%		13.0%		11.5%	
PM	10.0%		14.0%		11.0%		9.0%		10.0%		14.2%		11.0%		9.0%		10.3%	
SAT	9.0%		17.0%		8.0%		11.0%		10.0%		10.7%		33.0%		17.0%		11.5%	
Modal Splits:	(11)		(7)	(2)	(3)		(6)		(11)		(7)	(2)	(7)		(11)		(10)	
	AM/MD/PM	SAT	AM/PM/SAT	MD	All Periods		AM/MD/PM	SAT	AM/MD/PM	SAT	AM/PM/SAT	MD	All Periods		All Periods		All Periods	
Auto	1.0%	2.0%	9.8%	2.0%	5.0%		15.0%	17.0%	6.0%	6.0%	9.8%	2.0%	9.8%		1.0%		15.0%	
Taxi	2.0%	4.0%	0.9%	3.0%	3.0%		9.0%	10.0%	1.0%	1.0%	0.9%	3.0%	0.9%		5.0%		0.0%	
Subway/PATH	18.0%	13.0%	66.9%	6.0%	54.0%		27.0%	16.0%	1.0%	1.0%	66.9%	6.0%	66.9%		60.0%		30.0%	
Bus	6.0%	4.0%	7.0%	6.0%	2.0%		12.0%	20.0%	1.0%	1.0%	7.0%	6.0%	7.0%		5.0%		15.0%	
Walk/Other	73.0%	77.0%	15.4%	83.0%	36.0%		37.0%	37.0%	91.0%	91.0%	15.4%	83.0%	15.4%		29.0%		40.0%	
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%		100.0%	
In/Out Splits:	(11)		(6)		(4)		(6)		(6)		(2)		(8)		(9)		(10)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	53%	47%	95%	5%	24%	76%	61%	39%	50%	50%	88%	12%	77%	23%	62%	38%	100%	0%
MD	50%	50%	48%	52%	50%	50%	55%	45%	50%	50%	50%	50%	53%	47%	47%	53%	71%	29%
PM	50%	50%	15%	85%	61%	39%	47%	53%	50%	50%	12%	88%	27%	73%	35%	65%	24%	76%
SAT	49%	51%	60%	40%	45%	55%	55%	45%	50%	50%	47%	53%	64%	36%	49%	51%	71%	29%
Vehicle Occupancy:	(11)		(7)		(2)(3)(5)		(6)		(11)		(7)		(8)		(2)(11)		(10)	
					AM/PM	MD/SAT	AM/MD/PM	SAT	AM/MD/PM	SAT					AM/MD/PM	SAT		
Auto	1.60		1.14		1.23	1.72	2.00	2.70	1.20	1.20	1.14		1.30		1.53	2.60	2.70	
Taxi	1.60		1.14		1.30	1.30	2.00	2.80	1.20	1.20	1.14		1.30		1.53	2.60	3.70	
Truck Trip Generation:	(1)		(1)		(1)		(6)		(1)		(2)		(8)(12)		(2)		(10)	
Weekday	0.35		0.32		0.06		0.35		0.35		0.67		0.91		0.29		0.29	
Saturday	0.04		0.01		0.02		0.02		0.04		0.67		0.08		0.29		0.29	
	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		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(1)		(1)		(1)		(6)		(1)		(2)		(8)(11)		(2)		(10)	
AM	8.0%		10.0%		12.0%		7.7%		8.0%		14.0%		9.9%		3.0%		10.0%	
MD	11.0%		11.0%		9.0%		11.0%		11.0%		9.0%		8.0%		11.0%		11.0%	
PM	2.0%		2.0%		2.0%		1.0%		2.0%		1.0%		7.0%		1.0%		2.0%	
SAT	11.0%		11.0%		9.0%		11.0%		11.0%		0.0%		28.0%		0.0%		0.0%	
Truck In/Out Splits:	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%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	---	---	50%	50%	50.0%	50.0%
AM	---	---	---	---	---	---	---	---	---	---	---	---	67.0%	33%	---	---	---	---
MD	---	---	---	---	---	---	---	---	---	---	---	---	57.0%	43%	---	---	---	---
PM	---	---	---	---	---	---	---	---	---	---	---	---	60.0%	40%	---	---	---	---
SAT	---	---	---	---	---	---	---	---	---	---	---	---	42.0%	58.0%	---	---	---	---

Notes:

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

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

(3) Based on American Community Survey journey-to-work 5-Year (2014-2018) data for Manhattan Census Tracts 41, 43, 45, 47, 49, 55.01, 55.02 and 57

(4) Based on NYCDOT citywide residential survey data.

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

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

(7) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Manhattan Census Tracts 41, 43, 45, 47, 49, 55.01, 55.02, and 57.

(8) Based on data from *ITE Trip Generation Manual, 10th Edition,* Land Use Code 150 (Warehousing); includes 1.51 adjustment factor based on NYCDOT survey data.

(9) Based on NYCDOT medical office trip generation factors.

(10) Based on data from the 2015 *BAM North Site II EAS*. Weekday midday person and truck trip rates and temporal distributions assumed for Saturday.

(11) Based on NYCDOT survey data.

(12) Saturday truck trips adjusted as per the weekday/Saturday ratio from *ITE Trip Generation Handbook, 10th Edition,* Land Use Code 150, (Warehousing).

Community Facility

The factors used to forecast travel demand from arts and cultural uses were developed from data cited in the 2015 *BAM North Site II EAS.* Demand from medical office uses was based on DOT data and vehicle occupancy and truck trip factors from the 2015 *East New York Rezoning FEIS*.

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 FEIS.* The modal splits were based on American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data for workers in the census tracts encompassing the Project Area. Factors for warehouse uses were based on data from *ITE Trip Generation Manual, 10th Edition,* Land Use 150 (Warehouse) and AASHTO CTPP reverse journey-to-work data.

Office

As shown in **Table 2**, the factors used to forecast travel demand from office uses were based on data from the *CEQR Technical Manual*, the 2017 East *Harlem Rezoning FEIS,* the *East New York Rezoning Proposal FEIS*, and AASHTO CTPP reverse journey-to-work 5-year (2012-2016) data for census tracts encompassing the Project Area.

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 DOT survey data, 2014-2018 5-year American Community Survey (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 auto 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.

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 data from the *East Harlem Rezoning FEIS*. Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual* (local retail), the *East Harlem Rezoning FEIS* (destination retail) and DOT survey data (local retail). 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 linked trips, consistent with the *East New York Rezoning Proposal FEIS*. Factors for the supermarket use were based on data cited in the *CEQR Technical Manual* and DOT survey data.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2031 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 2031 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 1,806 person trips in the weekday AM peak hour, 1,346 in the weekday midday, 2,384 in the weekday PM peak hour and 2,474 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 160, 103 186 and 186 (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 837, 583, 979 and 926 during these periods, respectively, while bus trips would increase by approximately 47, 59, 75 and 102, respectively. Lastly, walk-only trips would increase by 791, 589, 1,141 and 1,220 trips during the weekday AM, midday and PM, and Saturday peak hours, respectively.

Table 3
RWCDS Travel Demand Forecast

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Arts & Cultural		Total	
Size/Units:	33,608 gsf		-46,811 gsf		1,829 DU		21,348 gsf		7,566 gsf		-18,084 gsf		-5,000 gsf		11,868 gsf		8,910 gsf			
Peak Hour Trips:																				
AM	294		-106		1,490		50		14		-36		-2		100		2		1,806	
Midday	354		-134		754		150		94		-30		-2		118		42		1,346	
PM	590		-122		1,638		150		48		-38		-2		82		38		2,384	
Saturday	700		-34		1,416		218		56		-4		0		80		42		2,474	
Person Trips:																				
AM	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	16	57	5	3	0	0	-3	0	0	0	1	0	0	0	10	62
Taxi	3	3	-1	0	8	36	3	2	0	0	0	0	0	0	3	2	0	0	16	43
Subway	29	26	-71	-2	193	615	8	5	0	0	-22	-3	-2	0	37	23	1	0	173	664
Bus	10	8	-5	0	4	21	4	2	0	0	-2	0	0	0	3	2	0	0	14	33
Walk/Other	113	100	-18	0	129	411	11	7	7	7	-5	-1	0	0	18	11	1	0	256	535
Total	156	138	-105	-1	350	1,140	31	19	7	7	-32	-4	-2	0	62	38	2	0	469	1,337
MD	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	16	16	12	10	4	4	0	0	0	0	1	1	4	2	38	34
Taxi	4	4	-1	-1	9	9	7	6	0	0	0	0	0	0	3	3	0	0	22	21
Subway	31	31	-3	-5	204	204	22	18	0	0	-1	-1	0	0	33	37	9	4	295	288
Bus	11	11	-1	-2	6	6	10	8	0	0	-1	-1	0	0	3	3	4	2	32	27
Walk/Other	129	129	-57	-62	142	142	32	25	43	43	-13	-13	-1	-1	16	18	12	5	303	286
Total	177	177	-63	-71	377	377	83	67	47	47	-15	-15	-1	-1	56	62	29	13	690	656
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	-1	-8	49	35	11	12	3	3	0	-3	0	0	0	1	1	4	66	47
Taxi	6	6	0	-1	32	16	6	7	0	0	0	0	0	0	1	3	0	0	45	31
Subway	53	53	-13	-71	541	341	19	21	0	0	-3	-23	0	-1	17	33	3	9	617	362
Bus	17	17	-1	-8	16	9	8	10	0	0	0	-2	0	0	1	3	1	4	42	33
Walk/Other	216	216	-2	-17	366	233	26	30	21	21	-1	-6	0	-1	8	15	4	12	638	503
Total	295	295	-17	-105	1,004	634	70	80	24	24	-4	-34	0	-2	27	55	9	29	1,408	976
SAT	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	33	41	20	17	2	2	0	0	0	0	0	0	4	2	65	68
Taxi	14	14	0	0	16	23	12	10	0	0	0	0	0	0	2	2	0	0	44	49
Subway	44	47	-17	-11	348	421	19	16	0	0	-1	-1	0	0	24	24	9	4	426	500
Bus	14	14	-1	0	9	12	24	20	0	0	0	0	0	0	2	2	4	2	52	50
Walk/Other	264	275	-2	-1	233	280	44	36	26	26	-1	-1	0	0	11	13	12	5	587	633
Total	343	357	-21	-13	639	777	119	99	28	28	-2	-2	0	0	39	41	29	13	1,174	1,300
Vehicle Trips :																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-9	1	15	48	3	2	0	0	-3	0	0	0	1	0	0	0	8	52
Taxi (Balanced)	4	4	-1	-1	39	39	2	2	0	0	0	0	0	0	2	2	0	0	46	46
Truck	0	0	1	1	4	4	0	0	0	0	-1	-1	0	0	0	0	0	0	4	4
Total	5	5	-9	1	58	91	5	4	0	0	-4	-1	0	0	3	2	0	0	58	102
MD	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	12	12	6	5	4	4	0	0	0	0	1	1	1	1	25	24
Taxi (Balanced)	5	5	-3	-3	17	17	5	5	0	0	0	0	0	0	3	3	0	0	27	27
Truck	0	0	-1	-1	2	2	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0
Total	7	7	-5	-5	31	31	11	10	4	4	-1	-1	0	0	4	4	1	1	52	51
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-1	-7	42	31	6	6	3	3	0	-3	0	0	0	1	0	1	52	34
Taxi (Balanced)	7	7	-1	-1	35	35	6	6	0	0	0	0	0	0	3	3	0	0	50	50
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9	9	-2	-8	77	66	12	12	3	3	0	-3	0	0	3	4	0	1	102	84
SAT	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	24	29	7	6	2	2	0	0	0	0	0	0	1	1	37	41
Taxi (Balanced)	14	14	0	0	32	32	6	6	0	0	0	0	0	0	2	2	0	0	54	54
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	18	18	-1	-1	56	61	13	12	2	2	0	0	0	0	2	2	1	1	91	95

Notes:
70% internal and external linkage and pass-by credit applied to local retail use.

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 10 would generate the greatest number of new vehicle trips in all peak hours, accounting for approximately 16, 21, 16 and 20 percent of the total incremental vehicle trips generated by the Proposed Actions in each of these periods, respectively. Under the RWCDS, there would be net decreases in vehicle trips during one or more peak hours at approximately seven sites, primarily due to the reduction in office, light industrial and warehouse uses on these sites compared to the No Action condition. It should also be noted that the under the Proposed Actions, an existing public parking garage on Site 20 would be displaced. Although this site is located in a Transit Zone (and therefore alternative modes of transportation are readily available), it is conservatively assumed that all of the existing vehicle trips generated by this facility would remain on the street network, and no credit is taken for displaced demand.

Table 4
Net Incremental Vehicle Trips
by Projected Development Site

	Weekday Peak Hour			Saturday
	AM	MD	PM	Peak Hour
Site 1	9	8	10	8
Site 2	20	24	24	21
Site 3	3	0	4	2
Site 4	4	2	6	6
Site 5	14	10	15	8
Site 6	5	0	5	4
Site 7	3	0	4	2
Site 8	10	6	8	9
Site 9	16	7	22	25
Site 10	25	22	30	38
Site 12	15	12	18	9
Site 13	10	10	10	11
Site 14	0	0	-1	0
Site 15	0	-2	0	-2
Site 16	0	2	0	2
Site 20	22	18	23	24
Site 21	0	0	0	0
Site 22	14	14	15	5
Site 23	0	2	2	2
Site 24	2	0	3	2
Site 25	0	-4	0	1
Site 26	3	2	6	6
Site 27	3	-4	0	2
Site 28	2	0	1	1
Site 30	-7	-8	-5	0
Site 31	-9	-10	-8	1
Site 32	-4	-8	-6	-1
Total	**160**	**103**	**186**	**186**

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

LEVEL 1 SCREENING ASSESSMENT

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking.

Traffic

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4**, under the RWCDS, the net number of incremental vehicle trips—160, 103, 186 and 186 in the weekday AM, midday and PM, and Saturday peak hours, respectively—would exceed the 50-trip threshold in all four peak hours, and a Level 2 screening analysis is therefore warranted for each of these periods to determine which, if any, intersections would require quantified analysis.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority 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 route 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 and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours, as it is during these weekday periods that overall demand on the subway and bus systems is usually highest. Similarly, transit analyses typically do not include a Saturday peak hour as overall demand on the subway and bus systems on Saturdays is also generally lower than during the weekday peak hours. (As an example, New York City Transit (NYCT) estimates that typical Saturday peak hour station entries at the Canal Street subway station complex only total about 60 percent of weekday peak hour entries.)

As shown in **Table 3**, the Proposed Actions are expected to generate approximately 837 and 979 incremental subway trips in the weekday AM and PM peak hours. As these numbers of trips would

exceed the 200-trip *CEQR Technical Manual* analysis threshold, a Level 2 screening analysis is warranted to determine which subway stations and routes would require quantified analysis. As also shown in **Table 3** the Proposed Actions are expected to generate 47 incremental trips by bus in the weekday AM peak hour and 75 trips in the PM peak hour. Approximately seven NYC Transit bus routes operate within ¼-mile of projected development sites (the M1, M15, M15 SBS, M20, M21, M55 and M103), and the number of incremental trips in one direction on any one of these routes is not expected to reach the 50-trip *CEQR Technical Manual* analysis threshold for a detailed bus analysis. Therefore, a detailed analysis of bus conditions under the Proposed Actions is not warranted.

Pedestrians

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 at any pedestrian element (sidewalk, corner area or crosswalk). As shown in **Table 3**, the Proposed Actions' RWCDS would generate an incremental demand of approximately 1,747, 1,303, 2,308 and 2,381 total pedestrian trips in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. These trips include walk-only trips and pedestrians en route to and from nearby transit facilities (subway stations and bus stops) and off-site parking. To be conservative, person trips by auto were also included as walk trips to reflect persons walking to and from off-site parking. As the numbers of trips in each of these periods would exceed the 200-trip threshold, a Level 2 screening analysis is warranted to determine which, if any, pedestrian elements would require quantified analysis.

LEVEL 2 SCREENING ASSESSMENT

Traffic

Project Area Street Network

As shown in **Figure 1**, the street network serving the Project Area is comprised of an irregular street grid, typical for this area of Manhattan. The primary north-south corridors serving the Project Area include Bowery, Centre Street, Lafayette Street, Broadway, Sixth Avenue and Seventh Avenue/Varick Street. Major cross-streets include Canal Street and Houston Street.

Bowery is a two-way street that runs from Chinatown northward to Cooper Square. It typically operates with two moving lanes and curbside parking in each direction. Left-turn bays are provided at some intersections, and a raised median separates northbound and southbound traffic north of Kenmare Street. A shared bicycle lane is located on southbound Bowery from East 2nd Street to Prince Street, and a conventional bicycle lane is located on northbound Bowery from Spring Street to Stanton Street. Bowery is a DOT-designated Local Truck Route and is traversed by NYCT M103 buses. **Centre Street** is a one-way northbound street that extends from the Brooklyn Bridge to Broome Street. It typically operates with two to three moving lanes plus curbside parking. **Lafayette Street** extends from Astor Place to Foley Square and operates one-way southbound south of Spring Street and one-way northbound north of Spring Street. South of Prince Street it typically operates with two moving lanes, a

conventional bicycle lane, and curbside parking along one or both curbs. North of Prince Street, Lafayette Street features a protected bicycle lane along the west curb separated from the traffic lanes by striping, raised medians and parking spaces.

Broadway extends the length of Manhattan from Bowling Green to Inwood where it bridges the Harlem River and continues into The Bronx. Within the Project Area it typically operates one-way southbound with two to three moving lanes plus curbside parking along one or both curbs. South of West Houston Street, Broadway operates with one moving lane for general traffic, an exclusive bus lane, and curbside parking. At bus stop locations, the west sidewalk has been extended into the parking lane to allow buses to board/discharge passengers from the bus lane. NYCT M1 and M55 local buses traverse Broadway within the Project Area as do a number of express bus services. Broadway is also a designated Local Truck Route. To the west of Broadway is northbound **Sixth Avenue** which branches off from Church Street in Tribeca and continues north to West 59th Street in Midtown. Within the Project Area it typically operates with three to four moving lanes plus parking along one or both curbs. NYCT M55 local buses traverse Sixth Avenue through the Project Area, and M21 local buses travel the segment from Spring Street to West Houston Street. The corridor is also used by a number of express bus services. Sixth Avenue is designated as a Through Truck Route to the south of West Houston Street and a Local Truck Route to the north.

Paralleling Sixth Avenue on the west is **Seventh Avenue/Varick Street.** Seventh Avenue begins at West 59th Street in Midtown and operates one-way southbound to Carmine Street where it continues as Varick Street until merging with West Broadway in Tribeca. In the Project Area, Seventh Avenue typically operates with three moving lanes, a parking lane along the west curb and a protected bicycle lane along the east curb separated from the travel lanes by parking. Varick Street typically operates with four moving lanes and parking along one or both curbs. NYCT M20 local buses traverse both Seventh Avenue and Varick Street. Seventh Avenue is designated as a Local Truck Route, and Varick Street is designated as a Through Truck Route from West Houston Street to Broome Street, and a Local Truck Route from Broome Street to Worth Street.

Canal Street, which forms the southern boundary of the Project Area, functions as a key east-west corridor connecting the Manhattan Bridge to Brooklyn on the east and the Holland Tunnel to New Jersey on the west. It typically operates with three moving lanes in each direction, and it is designated as a Through Truck Route. Another key crosstown corridor serving the Project Area is **Houston Street** (referred to as East Houston Street to the east of Broadway and West Houston Street to the west). It operates two-way between the FDR Drive along the East River waterfront on the east to Sixth Avenue. West of Sixth Avenue, it operates one-way westbound to West Street on the Hudson River waterfront. NYCT M21 local buses traverse the length of Houston Street, and NYCT M9, M14 SBS, M15 and M15 SBS local buses traverse portions of the street east of Second Avenue. West Houston Street is also traversed by a number of express bus services. Houston Street is designated as a Through Truck Route between First and Seventh avenues, and as a Local Truck Route from Seventh Avenue to West Street.

Two additional roadways of note that are located outside of the Project Area are West Street and the Franklin Delano Roosevelt (FDR) Drive. **West Street (Route 9A**) runs along Manhattan's Hudson River waterfront from The Battery to West 57th Street, north of which it continues as the Henry Hudson Parkway. In the vicinity of the Project Area it operates with three to four moving lanes in each direction. Route 9A provides access to a number of river crossings including (south to north) the Hugh L. Carey (Brooklyn-Battery) Tunnel to Brooklyn, the Holland and Lincoln tunnels and George Washington Bridge to New Jersey, and the Henry Hudson Bridge to The Bronx. Northbound NYCT M12 buses use West Street from West 14th Street to West 57th Street, and M50 buses traverse the corridor in both directions between West 42nd Street and West 50th Street. West Street is designated as a Through Truck Route from The Battery to West 34th Street, and as a Local Truck route from West 34th Street to West 57th Street. Trucks are prohibited from using the Henry Hudson Parkway.

To the east of the Project Area is the **FDR Drive**, a limited-access parkway restricted to non-commercial vehicles that runs along Manhattan's East River waterfront from South Ferry in Lower Manhattan to the RFK (Triborough) Bridge. En route it provides direct access to/from the Brooklyn Bridge. North of the RFK Bridge, the parkway becomes the Harlem River Drive which continues along the west bank of the Harlem River to Tenth Avenue and Dyckman Street in Inwood, and provides access to and from the George Washington Bridge (I-95) to New Jersey.

Most other roadways comprising the Project Area street network typically provide local access and operate one-way with one to two moving lanes and parking along one or both curbs.

Traffic Assignment and Level 2 Screening

As shown in **Table 2** and discussed above, the Proposed Actions' RWCDS is expected to result in a net incremental increase of approximately 160, 103, 186 and 186 vehicle trips in the weekday AM, midday and PM, and Saturday peak hours, respectively. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), an assignment of net increment traffic volumes was prepared for each period to help identify individual intersections for analysis (a Level 2 screening assessment).

The assignments of auto and taxi trips to the street network in proximity to the Project Area were based on the locations of each projected development site and the anticipated origins and destinations of vehicle trips associated with the different land uses projected for each site under the RWCDS (e.g., commercial, residential, community facility, 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, warehouse and industrial uses are based on 2012-2016 ACS reverse journey-to-work data. Origins/destinations for uses that generate mostly local trips, including local retail, supermarket, and community facility (arts and cultural) were 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. Although much of the project-generated auto demand is expected to park at off-street public parking facilities in the area or on-street, auto trips were assigned directly to their respective projected development sites. This can be considered a conservative approach with respect to the traffic impact analysis as it concentrates project traffic at analyzed intersections in proximity to the Project Area rather than dispersing it to outlying public parking facilities.

Table 5

Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Manhattan				Brooklyn	Bronx	Queens	Long Island	Staten Island/N.J.	Upstate NY/ CT/PA
	N	S	E	W						
Residential	1%	4%	0%	16%	2%	14%	21%	9%	23%	10%
Office/Light Industrial/Warehouse	8%	2%	1%	3%	11%	5%	19%	15%	23%	13%
Local Retail/Community Uses[2]	27%	25%	27%	21%	---	---	---	---	---	---
Destination Retail/Medical Office	49%	26%	15%	10%	---	---	---	---	---	---

Notes:
[1] Includes local retail, supermarket, and arts and cultural uses.

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 Truck Route river crossings into Manhattan such as the Manhattan and Williamsburg bridges and the Lincoln and Holland tunnels. They were then assigned to designated truck routes providing access to the Project Area, including West Street, Sixth Avenue, Seventh Avenue/Varick Street, Canal and Houston streets, Broadway and Bowery.

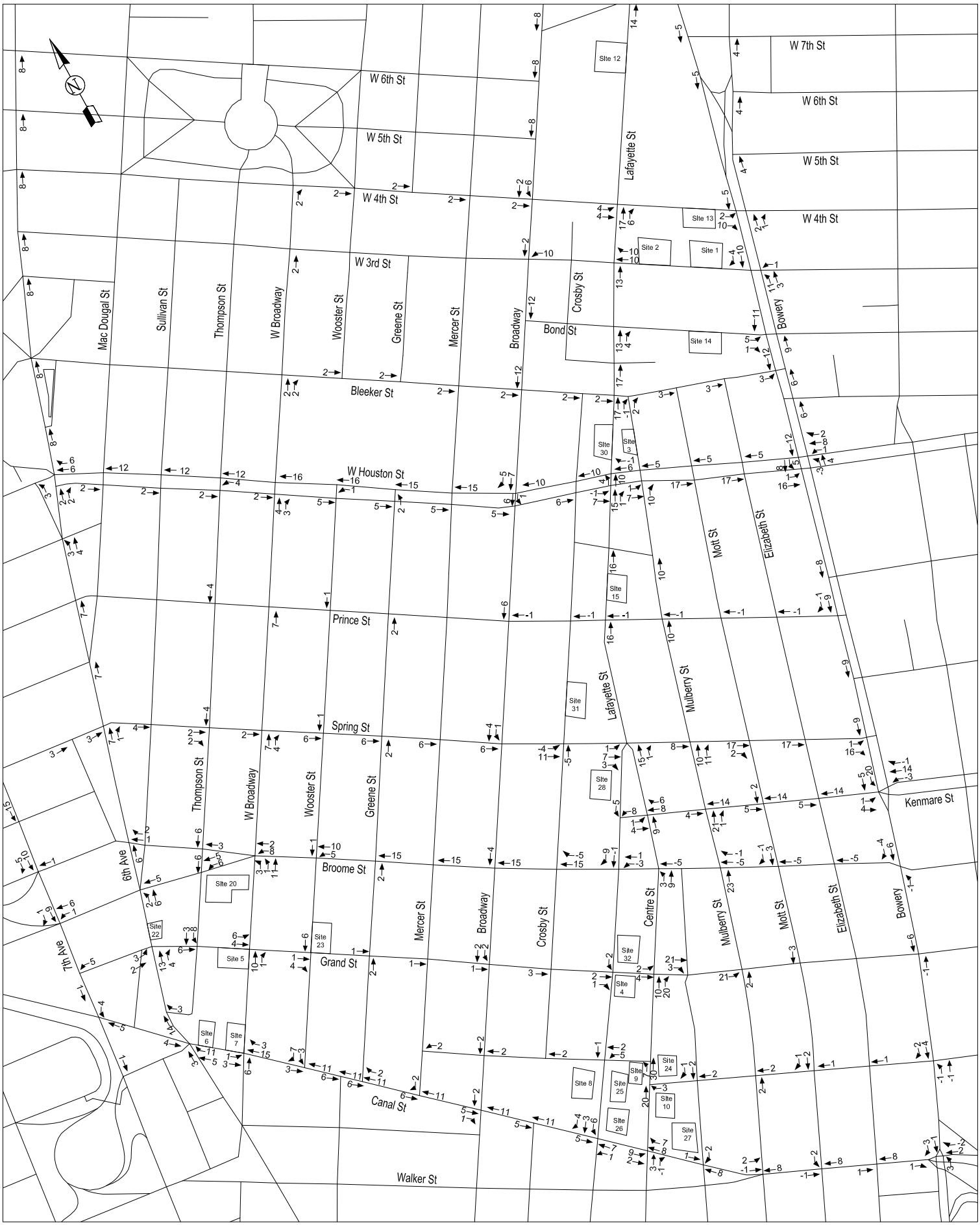
Figures 2 through 5 show the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDS at intersections in proximity to the Project Area in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. As discussed above, based on *CEQR Technical Manual* guidance, a quantified traffic analysis is typically warranted if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. Based on the assignment of vehicle trips described above and shown in **Figures 2 through 5**, no intersection in proximity to the Project Area is expected experience a net incremental increase of 50 or more trips in any peak hour. Therefore, a detailed analysis of traffic conditions under the Proposed Actions is not warranted.

Transit

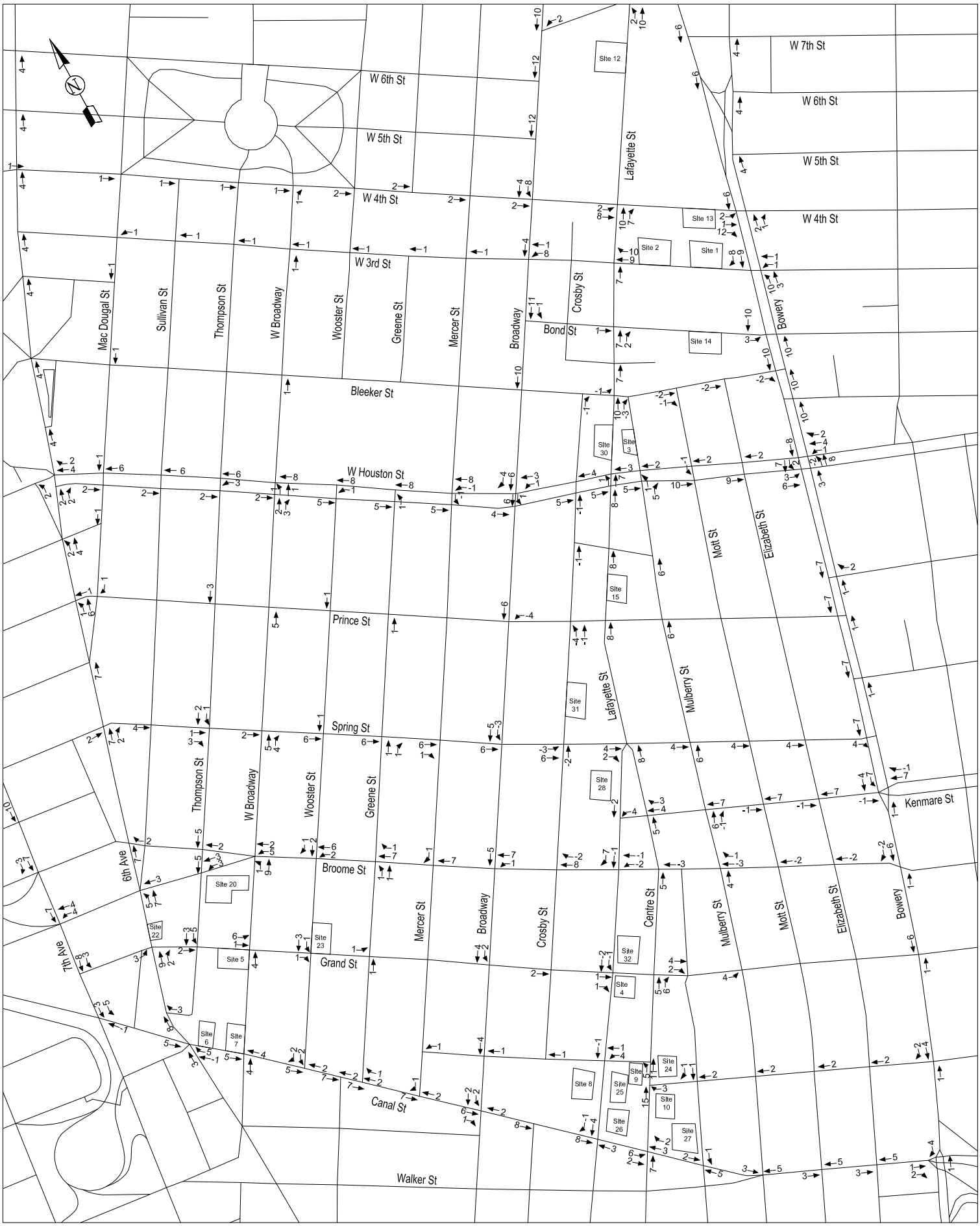
Subway Stations

As discussed previously, according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, if a proposed action would result in an increase of 200 or more peak hour passengers at a single subway station or on a single subway line, a detailed subway analysis would be warranted. As shown in **Table 3**, the Proposed Actions are expected

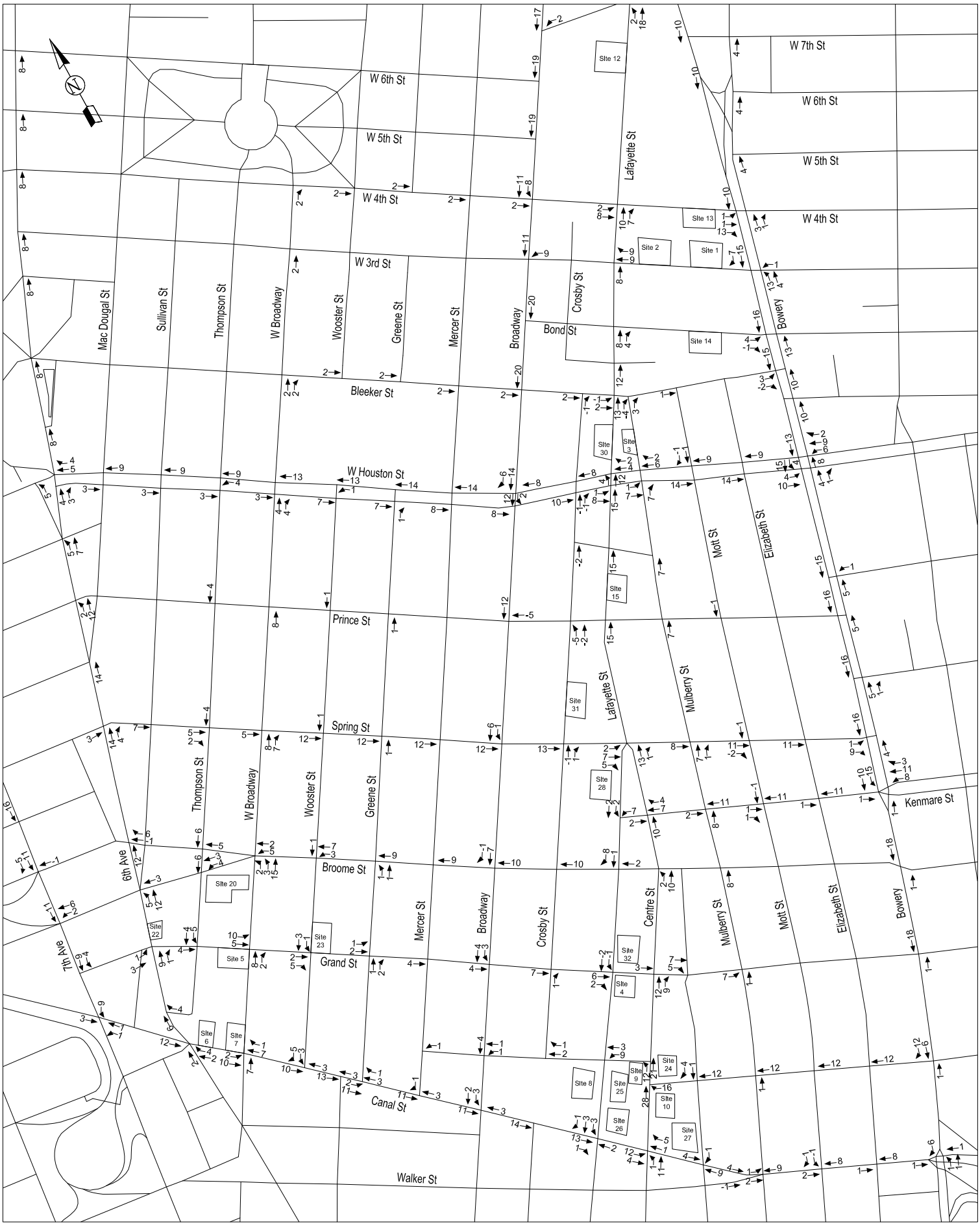
AM Peak Hour Project Increment Traffic Volumes



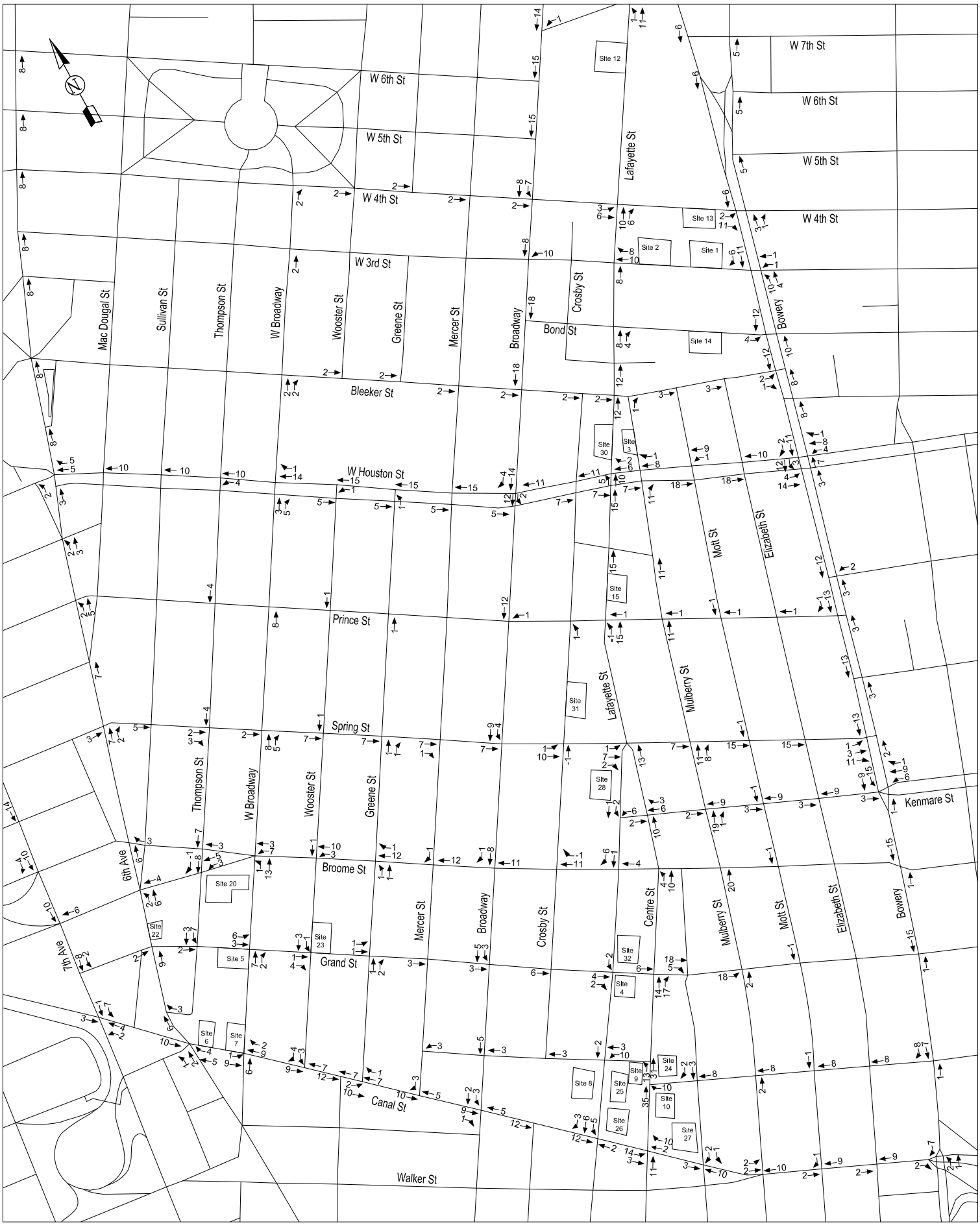
MD Peak Hour Project Increment Traffic Volumes



PM Peak Hour Project Increment Traffic Volumes



Saturday Peak Hour Project Increment Traffic Volumes



to generate a net total of approximately 837 and 979 incremental subway trips in the weekday AM and PM peak hours, respectively.

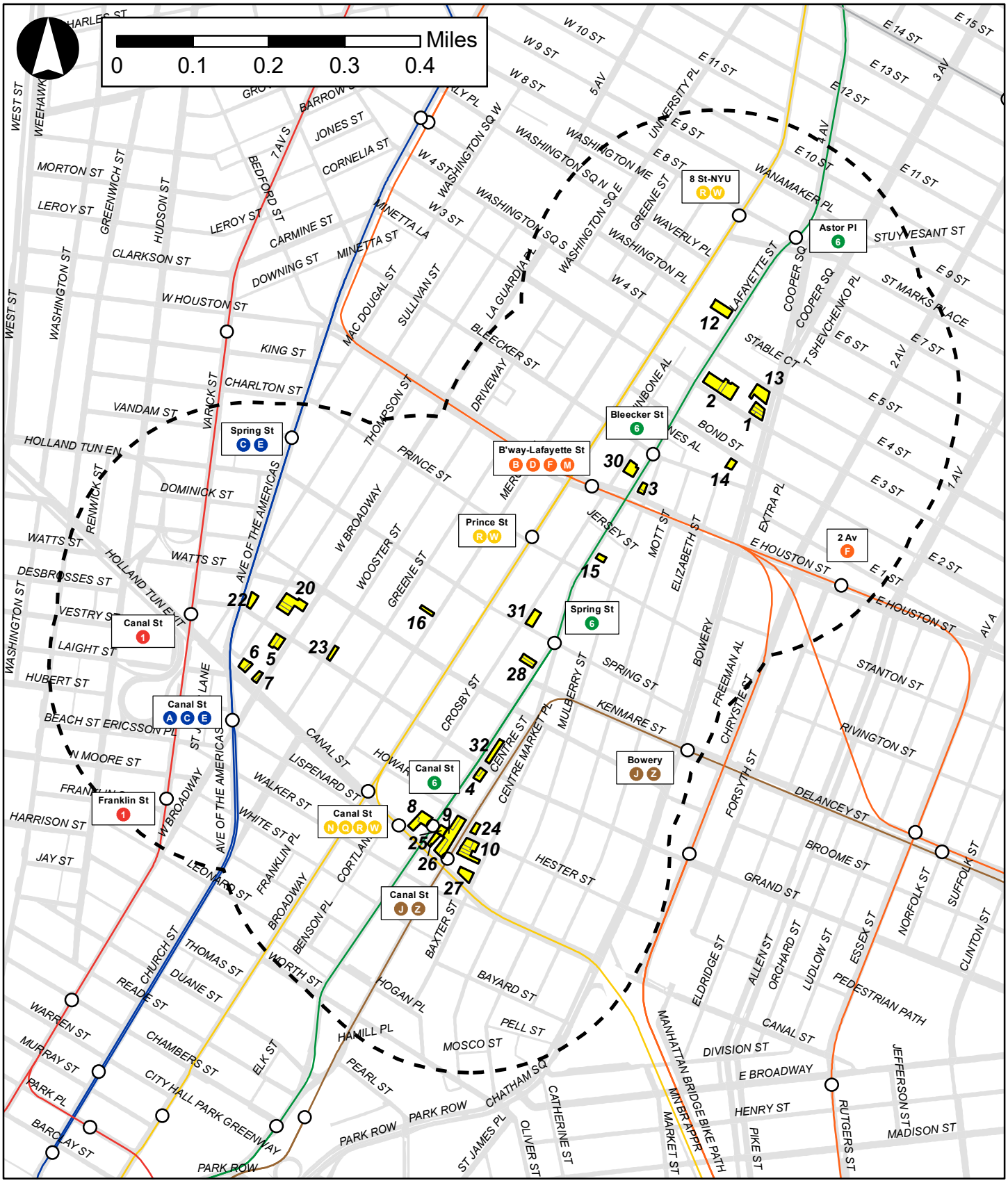
There are a total of nine NYCT subway stations or station complexes in proximity to projected development sites that are expected to experience new demand as a result of the Proposed Actions. These stations, which are all below-grade, are shown in **Figure 6** and **Table 6**, along with the subway routes serving each facility. As shown in **Figure 6**, No. 6 trains operating in local service on the Lexington Avenue Line serve four stations along the east side of the Project Area. These include the Canal Street, Spring Street, Bleeker Street and Astor Place stations, all of which are located beneath Lafayette Street. Four trains—B and D (express) and F and M (local)—operating along the Sixth Avenue Line serve the Project Area via the Broadway-Lafayette Street station located beneath East Houston Street. This station is connected to the Bleeker Street (6) station, and together they comprise the Broadway-Lafayette Street/Bleeker Street station complex. R and W local trains operating on the Broadway Line serve three stations within the Project Area—Canal Street, Prince Street and 8th Street-NYU—all of which are located beneath Broadway. N and Q trains provide express service along the Broadway Line as far south as Canal Street where they branch off from the Broadway Line en route to the Manhattan Bridge. N and Q trains serve a separate level of the Canal Street station located beneath Canal Street. J and Z trains operating on the Nassau Street Line serve two stations in proximity to the Project Area—the Canal Street station located beneath Centre Street, and the Bowery station which is located beneath Delancey Street. Both J and Z trains provide local service in Manhattan, however Z trains only operate during the weekday AM and PM peak periods. The Canal Street stations on the Broadway (N/Q/R/W), Lexington Avenue (6) and Nassau Street (J/Z) are all linked, and together comprise an interconnected station complex.

Two additional subway stations located along the Canal Street corridor at the southwest corner of the Project Area are also expected to experience increased demand as a result of the Proposed Actions. The Canal Street station on the Eighth Avenue Line is located beneath Sixth Avenue and is served by A (express) and C and E (local) trains. Lastly, the Canal Street station on the Broadway-Seventh Avenue Line is located beneath Varick Street and is served by No. 1 local trains.

Subway Assignment and Analyzed Stations

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 837 and 978 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 their proximity. **Table 6** 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/station complexes serving the Project Area. As shown in **Table 6**, the highest number of incremental subway trips is expected to occur at the Canal Street (J/N/Q/R/W/Z/6) station complex which would experience approximately 301 incremental trips in the AM peak hour and 360 in the PM peak hour. The next highest number would occur at the Canal Street (A/C/E) subway station on the Eighth Avenue Line which would experience approximately 182 incremental trips in the AM peak hour

Subway Stations



Legend

1 ProjectedDevSitesREV — Quarter-Mile Radius — Subway Stations

and 216 in the PM peak hour. All other subway stations serving the Project Area are expected to experience fewer than 200 incremental trips in the AM and PM peak hours.

As incremental peak hour demand from the Proposed Actions is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold at the Canal Street (J/N/Q/R/W/Z/6) station complex and the Canal Street (A/C/E) station, these facilities will be analyzed in the EIS. Key circulation elements (i.e., stairs and fare arrays) at these stations that are 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 fifteen NYCT subway routes, including the A, B, C, D, E, F, J, M, N, Q, R, W, Z, No. 1 and No. 6. As the Proposed Actions may potentially 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.

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:	469	1,337	1,806	1,408	976	2,384
Peak Hour Project-Generated Subway Trips:	173	664	837	617	362	979
Subway Station Summary						
Astor Place (6)	46	25	71	30	58	88
Bowery (J/Z)	-6	2	-4	1	-6	-5
Broadway-Lafayette/Bleeker Street (B/D/F/M/6)	-1	160	159	130	34	164
Canal Street (1)	72	49	121	55	88	143
Canal Street (A/C/E)	108	74	182	83	133	216
Canal Street (J/N/Q/R/W/Z/6)	-11	312	301	284	76	360
8th Street-NYU (R/W)	28	7	35	11	33	44
Prince Street (R/W)	-17	14	-3	10	-13	-3
Spring Street (6)	-46	21	-25	13	-41	-28
Total	**173**	**664**	**837**	**617**	**362**	**979**

Pedestrians

Based on *CEQR Technical Manual* guidance, 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 area, or crosswalk. As shown in **Table 3**, the Proposed Actions are expected to generate approximately 791 walk-only trips (in and out combined) in the weekday AM peak hour, 589 in the midday peak hour, 1,141 in the PM peak hour, and 1,220 in the Saturday peak hour. Persons en route to and from subway station entrances, bus stops, and off-site parking would add approximately 956, 714, 1,167 and 1,161 additional pedestrian trips to Project 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.

An assignment of net incremental pedestrian trips was prepared to identify those pedestrian elements potentially warranting analysis. Subway trips were assigned to the most direct paths between projected development sites and the nearest stations and station entrances, whereas bus, auto and walk-only trips were more widely distributed throughout the local street network. Overall, the greatest incremental increases in pedestrian demand under the Proposed Actions are expected to occur at pedestrian elements in proximity to the Canal Street (J/N/Q/R/W/Z/6) subway station complex and the cluster of projected development sites at Canal, Lafayette and Centre streets, and along Lafayette and Great Jones streets in proximity to projected development sites 1 and 2. As shown in **Figure 7**, based on the assignment, a total of 16 pedestrian elements (five sidewalks, nine corner areas and two crosswalks) at these locations where net incremental trips would potentially reach the 200 trips/hour *CEQR Technical Manual* analysis threshold in one or more peak periods were selected for analysis. (To be conservative, any element with 190 trips/hour or more was included.) Pedestrian elements selected for analysis include the following:

<u>Sidewalks</u>

- North sidewalk on Canal Street between Lafayette and Centre streets;
- North sidewalk on Canal Street between Lafayette Street and Broadway;
- East sidewalk on Centre Street between Canal and Hester streets;
- North sidewalk on Great Jones Street between Lafayette Street and Bowery;
- East sidewalk on Thompson Street between Canal and Grand streets;

<u>Corner Areas</u>

- Northeast and northwest corners at Lafayette Street/Canal Street;
- Southeast corner at Lafayette Street/Howard Street;
- Northeast and northwest corners at Centre Street/Canal Street;
- Southeast corner at Hester Street/Centre Street;

Figure 7
Analyzed Pedestrian Elements



Legend

Analyzed Pedestrian Elements: ↔ Sidewalks ● Corners — Crosswalks

1 Projected Development Sites x Subway Entrance

- Northeast and southeast corners at Lafayette Street/Great Jones Street;
- Northwest corner at Bowery/Great Jones Street;

Crosswalks

- North crosswalk on Lafayette Street at Canal Street; and
- East crosswalk on Great Jones Street at Lafayette Street.

The pedestrian analysis will include the weekday AM, midday and PM peak hours, and the Saturday peak hour. The specific peak hours for analysis will be determined based on data from counts of existing pedestrian volumes on analyzed sidewalks and crosswalks.

Vehicular and Pedestrian Safety

Under *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations with 48 or more total reportable and non-reportable crashes or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, crash trends will be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips.

Parking

As the Proposed Actions' RWCDS does not include any on-site parking on projected development sites, nor any new off-street public parking, a parking demand forecast will be provided to document the amount of new parking demand that would be introduced to the Project Area under the Proposed Actions' RWCDS. The amount of demand that would be displaced from existing public parking facilities on projected development sites will also be estimated. The potential for the Proposed Actions to result in a significant adverse parking shortfall will then be assessed.

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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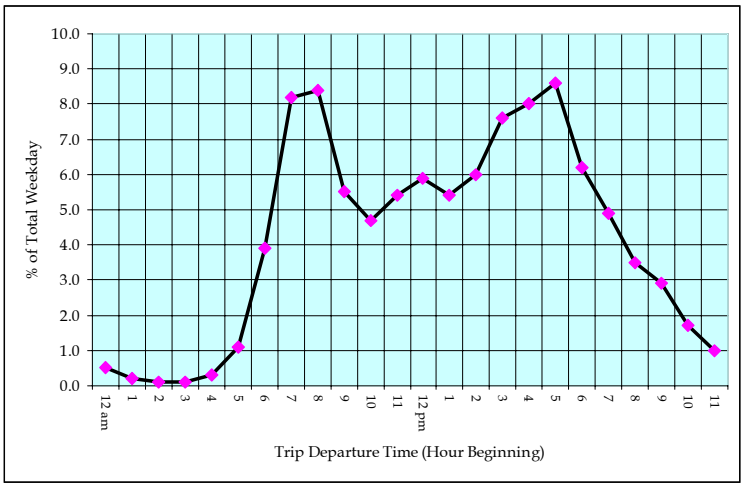
TASK SUPPORT: NUSTATS INTERNATIONAL
3006 Bee Caves Road, Suite A-300
Austin, TX 78746

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

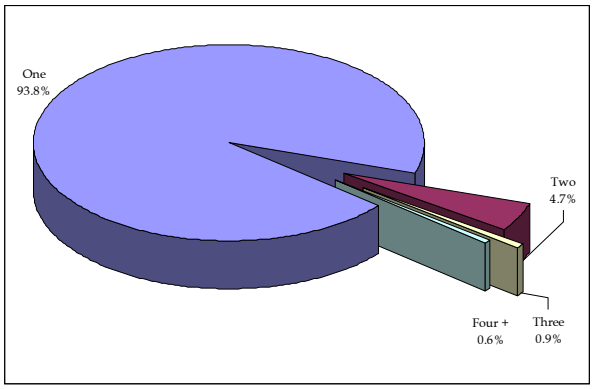


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the 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.

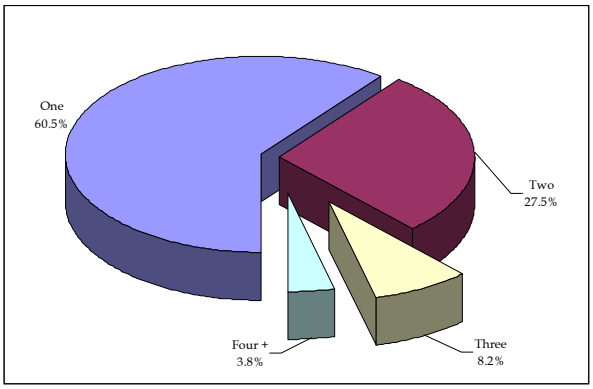
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing "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:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		91 DU		0 gsf		3,185 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		74		0		6		0		0		0		0		80	
Midday	0		0		38		0		38		0		0		0		0		76	
PM	0		0		82		0		20		0		0		0		0		102	
Saturday	0		0		70		0		24		0		0		0		0		94	
Person Trips:																				
AM	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	1	3
Taxi	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	10	30	0	0	0	0	0	0	0	0	0	0	0	0	10	30
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	6	20	0	0	3	3	0	0	0	0	0	0	0	0	9	23
Total	0	0	0	0	18	56	0	0	3	3	0	0	0	0	0	0	0	0	21	59
MD	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	1	1	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Bus	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	7	7	0	0	18	18	0	0	0	0	0	0	0	0	25	25
Total	0	0	0	0	19	19	0	0	19	19	0	0	0	0	0	0	0	0	38	38
PM	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	1	1	0	0	0	0	0	0	0	0	4	3
Taxi	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	26	16	0	0	0	0	0	0	0	0	0	0	0	0	26	16
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	18	12	0	0	9	9	0	0	0	0	0	0	0	0	27	21
Total	0	0	0	0	50	32	0	0	10	10	0	0	0	0	0	0	0	0	60	42
SAT	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	1	1	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	17	20	0	0	0	0	0	0	0	0	0	0	0	0	17	20
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	11	14	0	0	11	11	0	0	0	0	0	0	0	0	22	25
Total	0	0	0	0	32	38	0	0	12	12	0	0	0	0	0	0	0	0	44	50
Vehicle Trips :																				
AM	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	1	2
Taxi	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	3	3	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
School Bus	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	5	0	0	0	0	0	0	0	0	0	0	0	0	4	5
MD	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	1	1	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
School Bus	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	1	1	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
Auto	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	0	0	2	2	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
School Bus	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	4	0	0	1	1	0	0	0	0	0	0	0	0	5	5
SAT	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	1	1	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
School Bus	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	1	1	0	0	0	0	0	0	0	0	4	4

Notes:
70% linked trip credit applied to local retail use.

Site 2

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		212 DU		0 gsf		20,527 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		172		0		38		0		0		0		0		210	
Midday	0		0		86		0		240		0		0		0		0		326	
PM	0		0		188		0		126		0		0		0		0		314	
Saturday	0		0		164		0		148		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
Auto	0	0	0	0	2	7	0	0	1	1	0	0	0	0	0	0	0	0	3	8
Taxi	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Subway	0	0	0	0	22	70	0	0	0	0	0	0	0	0	0	0	0	0	22	70
Bus	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Walk/Other	0	0	0	0	15	47	0	0	18	18	0	0	0	0	0	0	0	0	33	65
Total	0	0	0	0	41	131	0	0	19	19	0	0	0	0	0	0	0	0	60	150
MD	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	7	7	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2	2
Subway	0	0	0	0	23	23	0	0	1	1	0	0	0	0	0	0	0	0	24	24
Bus	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	16	16	0	0	110	110	0	0	0	0	0	0	0	0	126	126
Total	0	0	0	0	43	43	0	0	120	120	0	0	0	0	0	0	0	0	163	163
PM	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	4	0	0	4	4	0	0	0	0	0	0	0	0	10	8
Taxi	0	0	0	0	3	2	0	0	1	1	0	0	0	0	0	0	0	0	4	3
Subway	0	0	0	0	63	40	0	0	1	1	0	0	0	0	0	0	0	0	64	41
Bus	0	0	0	0	2	1	0	0	1	1	0	0	0	0	0	0	0	0	3	2
Walk/Other	0	0	0	0	41	26	0	0	56	56	0	0	0	0	0	0	0	0	97	82
Total	0	0	0	0	115	73	0	0	63	63	0	0	0	0	0	0	0	0	178	136
SAT	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	5	0	0	4	4	0	0	0	0	0	0	0	0	8	9
Taxi	0	0	0	0	2	3	0	0	1	1	0	0	0	0	0	0	0	0	3	4
Subway	0	0	0	0	40	48	0	0	1	1	0	0	0	0	0	0	0	0	41	49
Bus	0	0	0	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	2	3
Walk/Other	0	0	0	0	27	32	0	0	67	67	0	0	0	0	0	0	0	0	94	99
Total	0	0	0	0	74	90	0	0	74	74	0	0	0	0	0	0	0	0	148	164
Vehicle Trips :																				
AM	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	6	0	0	1	1	0	0	0	0	0	0	0	0	3	7
Taxi	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi (Balanced)	0	0	0	0	4	4	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	0	0	1	1
Total	0	0	0	0	7	11	0	0	1	1	0	0	0	0	0	0	0	0	8	12
MD	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	6	6	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	2	2	0	0	2	2	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	1	1
Total	0	0	0	0	4	4	0	0	8	8	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
Auto	0	0	0	0	5	3	0	0	3	3	0	0	0	0	0	0	0	0	8	6
Taxi	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	3	3	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
Total	0	0	0	0	8	6	0	0	5	5	0	0	0	0	0	0	0	0	13	11
SAT	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	3	0	0	3	3	0	0	0	0	0	0	0	0	5	6
Taxi	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	3	3	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
Total	0	0	0	0	5	6	0	0	5	5	0	0	0	0	0	0	0	0	10	11

Notes:
70% linked trip credit applied to local retail use.

Site 3

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-1,850 gsf		31 DU		0 gsf		236 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-4		26		0		0		0		0		0		0		22	
Midday	0		-6		14		0		4		0		0		0		0		12	
PM	0		-6		28		0		2		0		0		0		0		24	
Saturday	0		-2		24		0		2		0		0		0		0		24	
Person Trips:																				
AM	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	1
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	-3	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Bus	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	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Total	0	0	-4	0	5	21	0	0	0	0	0	0	0	0	0	0	0	0	1	21
MD	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
Taxi	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	4	4
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-3	-3	3	3	0	0	2	2	0	0	0	0	0	0	0	0	2	2
Total	0	0	-3	-3	7	7	0	0	2	2	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
Auto	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	-2	-3	9	6	0	0	0	0	0	0	0	0	0	0	0	0	7	3
Bus	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	-1	6	4	0	0	1	1	0	0	0	0	0	0	0	0	7	4
Total	0	0	-2	-4	17	11	0	0	1	1	0	0	0	0	0	0	0	0	16	8
SAT	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	1	1
Taxi	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	6	7	0	0	0	0	0	0	0	0	0	0	0	0	5	6
Bus	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	4	5	0	0	1	1	0	0	0	0	0	0	0	0	5	6
Total	0	0	-1	-1	11	13	0	0	1	1	0	0	0	0	0	0	0	0	11	13
Vehicle Trips :																				
AM	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	1
Taxi	0	0	0	0	0	1	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	1	1
Truck	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	1	2
MD	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
Taxi	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
Truck	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
PM	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	1	1
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	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
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
SAT	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	1	1
Taxi	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
Truck	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	1	1

Notes:
70% linked trip credit applied to local retail use.

Site 4

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-5,315 gsf		58 DU		0 gsf		1,283 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-12		48		0		2		0		0		0		0		38	
Midday	0		-14		24		0		16		0		0		0		0		26	
PM	0		-14		52		0		8		0		0		0		0		46	
Saturday	0		-4		46		0		10		0		0		0		0		52	
Person Trips:																				
AM	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	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	-8	0	6	20	0	0	0	0	0	0	0	0	0	0	0	0	-2	20
Bus	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Walk/Other	0	0	-2	0	4	13	0	0	1	1	0	0	0	0	0	0	0	0	3	14
Total	0	0	-12	0	11	37	0	0	1	1	0	0	0	0	0	0	0	0	0	38
MD	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	1	1
Taxi	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	6	6	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
Walk/Other	0	0	-6	-6	5	5	0	0	8	8	0	0	0	0	0	0	0	0	7	7
Total	0	0	-7	-7	12	12	0	0	8	8	0	0	0	0	0	0	0	0	13	13
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	-1	-9	17	11	0	0	0	0	0	0	0	0	0	0	0	0	16	2
Bus	0	0	0	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-1
Walk/Other	0	0	0	-2	11	7	0	0	4	4	0	0	0	0	0	0	0	0	15	9
Total	0	0	-1	-13	32	20	0	0	4	4	0	0	0	0	0	0	0	0	35	11
SAT	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	1	1
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	-2	-2	11	14	0	0	0	0	0	0	0	0	0	0	0	0	9	12
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	7	9	0	0	5	5	0	0	0	0	0	0	0	0	12	14
Total	0	0	-2	-2	20	26	0	0	5	5	0	0	0	0	0	0	0	0	23	29
Vehicle Trips :																				
AM	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	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi	0	0	0	0	0	1	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	1	1
Truck	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	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
Auto	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
Taxi (Balanced)	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
Total	0	0	0	0	1	1	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
Auto	0	0	0	-1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	0	-1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4	2
SAT	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	1	1
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3

Notes:
70% linked trip credit applied to local retail use.

Site 5

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		31,555 gsf		54 DU		0 gsf		-1,180 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		68		44		0		-2		0		0		0		0		110	
Midday	0		86		22		0		-14		0		0		0		0		94	
PM	0		80		48		0		-8		0		0		0		0		120	
Saturday	0		22		42		0		-8		0		0		0		0		56	
Person Trips:																				
AM	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	1	2	0	0	0	0	0	0	0	0	0	0	0	0	7	2
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	43	2	6	17	0	0	0	0	0	0	0	0	0	0	0	0	49	19
Bus	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1
Walk/Other	0	0	10	1	4	12	0	0	-1	-1	0	0	0	0	0	0	0	0	13	12
Total	0	0	65	3	11	33	0	0	-1	-1	0	0	0	0	0	0	0	0	75	35
MD	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	2	2
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	2	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	8	9
Bus	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	0	0	34	38	4	4	0	0	-7	-7	0	0	0	0	0	0	0	0	31	35
Total	0	0	40	46	11	11	0	0	-7	-7	0	0	0	0	0	0	0	0	44	50
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	8
Taxi	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	8	45	15	10	0	0	0	0	0	0	0	0	0	0	0	0	23	55
Bus	0	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Walk/Other	0	0	2	10	11	7	0	0	-4	-4	0	0	0	0	0	0	0	0	9	13
Total	0	0	12	68	29	19	0	0	-4	-4	0	0	0	0	0	0	0	0	37	83
SAT	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	2	2
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	9	6	10	12	0	0	0	0	0	0	0	0	0	0	0	0	19	18
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	2	1	7	9	0	0	-4	-4	0	0	0	0	0	0	0	0	5	6
Total	0	0	13	9	19	23	0	0	-4	-4	0	0	0	0	0	0	0	0	28	28
Vehicle Trips :																				
AM	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	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6	2
Taxi	0	0	1	0	0	1	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	0	0	0	0	0	0	2	2
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	7	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	9	5
MD	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	2	2
Taxi	0	0	1	1	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	2	2
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	4	4	1	1	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
Auto	0	0	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	7
Taxi	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	1	1	2	2	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
Total	0	0	2	7	3	3	0	0	0	0	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
Auto	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4

Notes:
70% linked trip credit applied to local retail use.

Site 6

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		62 DU		0 gsf		-3,373 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		50		0		-6		0		0		0		0		44	
Midday	0		0		26		0		-40		0		0		0		0		-14	
PM	0		0		56		0		-22		0		0		0		0		34	
Saturday	0		0		48		0		-24		0		0		0		0		24	
Person Trips:																				
AM	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	1	2
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	0	6	20	0	0	0	0	0	0	0	0	0	0	0	0	6	20
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	4	15	0	0	-3	-3	0	0	0	0	0	0	0	0	1	12
Total	0	0	0	0	11	39	0	0	-3	-3	0	0	0	0	0	0	0	0	8	36
MD	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	-1	-1	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
Subway	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Bus	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	5	5	0	0	-19	-19	0	0	0	0	0	0	0	0	-14	-14
Total	0	0	0	0	13	13	0	0	-20	-20	0	0	0	0	0	0	0	0	-7	-7
PM	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	-1	-1	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	18	12	0	0	0	0	0	0	0	0	0	0	0	0	18	12
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	12	8	0	0	-10	-10	0	0	0	0	0	0	0	0	2	-2
Total	0	0	0	0	34	22	0	0	-11	-11	0	0	0	0	0	0	0	0	23	11
SAT	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	-1	-1	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	12	13
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	8	10	0	0	-11	-11	0	0	0	0	0	0	0	0	-3	-1
Total	0	0	0	0	22	26	0	0	-12	-12	0	0	0	0	0	0	0	0	10	14
Vehicle Trips :																				
AM	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	1	2
Taxi	0	0	0	0	0	1	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	1	1
Truck	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	3	0	0	0	0	0	0	0	0	0	0	0	0	2	3
MD	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	-1	-1	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
Taxi (Balanced)	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
Total	0	0	0	0	1	1	0	0	-1	-1	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
Auto	0	0	0	0	2	1	0	0	-1	-1	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	0	0	4	3	0	0	-1	-1	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
Auto	0	0	0	0	1	1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	0	0	3	3	0	0	-1	-1	0	0	0	0	0	0	0	0	2	2

Notes:
70% linked trip credit applied to local retail use.

Site 7

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		30 DU		0 gsf		267 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		24		0		0		0		0		0		0		24	
Midday	0		0		12		0		4		0		0		0		0		16	
PM	0		0		28		0		2		0		0		0		0		30	
Saturday	0		0		24		0		2		0		0		0		0		26	
Person Trips:																				
AM	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	1
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	3	10
Bus	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	7	0	0	0	0	0	0	0	0	0	0	0	0	2	7
Total	0	0	0	0	5	19	0	0	0	0	0	0	0	0	0	0	0	0	5	19
MD	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
Taxi	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	3	3
Bus	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	3	3	0	0	2	2	0	0	0	0	0	0	0	0	5	5
Total	0	0	0	0	6	6	0	0	2	2	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
Auto	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	9	5
Bus	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	7	4	0	0	1	1	0	0	0	0	0	0	0	0	8	5
Total	0	0	0	0	18	10	0	0	1	1	0	0	0	0	0	0	0	0	19	11
SAT	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	1	1
Taxi	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	7	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
Walk/Other	0	0	0	0	4	5	0	0	1	1	0	0	0	0	0	0	0	0	5	6
Total	0	0	0	0	11	13	0	0	1	1	0	0	0	0	0	0	0	0	12	14
Vehicle Trips :																				
AM	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	1
Taxi	0	0	0	0	0	1	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	1	1
Truck	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	1	2
MD	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
Taxi	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
Truck	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
PM	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	1	1
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	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
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
SAT	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	1	1
Taxi	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
Truck	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	1	1

Notes:
70% linked trip credit applied to local retail use.

Site 8

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-564 gsf		121 DU		0 gsf		400 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-2		98		0		2		0		0		0		0		98	
Midday	0		-2		50		0		6		0		0		0		0		54	
PM	0		-2		108		0		2		0		0		0		0		108	
Saturday	0		0		94		0		4		0		0		0		0		98	
Person Trips:																				
AM	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	1	4
Taxi	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	-1	0	13	40	0	0	0	0	0	0	0	0	0	0	0	0	12	40
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	-1	0	9	27	0	0	1	1	0	0	0	0	0	0	0	0	9	28
Total	0	0	-2	0	24	74	0	0	1	1	0	0	0	0	0	0	0	0	23	75
MD	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	1	1
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	-1	-1	9	9	0	0	3	3	0	0	0	0	0	0	0	0	11	11
Total	0	0	-1	-1	25	25	0	0	3	3	0	0	0	0	0	0	0	0	27	27
PM	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	3	2
Taxi	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	-2	36	23	0	0	0	0	0	0	0	0	0	0	0	0	36	21
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	24	15	0	0	1	1	0	0	0	0	0	0	0	0	25	16
Total	0	0	0	-2	66	42	0	0	1	1	0	0	0	0	0	0	0	0	67	41
SAT	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	3	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	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	23	27	0	0	0	0	0	0	0	0	0	0	0	0	23	27
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	15	19	0	0	2	2	0	0	0	0	0	0	0	0	17	21
Total	0	0	0	0	42	52	0	0	2	2	0	0	0	0	0	0	0	0	44	54
Vehicle Trips :																				
AM	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	1	3
Taxi	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	3	3	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
Total	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	4	6
MD	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	1	1
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	0	0	3	3	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
Auto	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	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
SAT	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	1	2
Taxi	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	3	3	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
Total	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	4	5

Notes:
70% linked trip credit applied to local retail use.

Site 9

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-30,144 gsf		279 DU		21,348 gsf		-20,672 gsf		-18,084 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-66		226		50		-38		-36		0		0		0		136	
Midday	0		-82		114		150		-242		-30		0		0		0		-90	
PM	0		-76		248		150		-128		-38		0		0		0		156	
Saturday	0		-20		214		218		-150		-4		0		0		0		258	
Person Trips:																				
AM	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	3	9	5	3	-1	-1	-3	0	0	0	0	0	0	0	-2	11
Taxi	0	0	-1	0	2	5	3	2	0	0	0	0	0	0	0	0	0	0	4	7
Subway	1	1	-42	-2	29	92	8	5	0	0	-22	-3	0	0	0	0	0	0	-26	93
Bus	0	0	-4	0	1	3	4	2	0	0	-2	0	0	0	0	0	0	0	-1	5
Walk/Other	-1	-1	-10	-1	20	62	11	7	-18	-18	-5	-1	0	0	0	0	0	0	-3	48
Total	0	0	-63	-3	55	171	31	19	-19	-19	-32	-4	0	0	0	0	0	0	-28	164
MD	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	3	3	12	10	-7	-7	0	0	0	0	0	0	0	0	7	5
Taxi	0	0	-1	-1	2	2	7	6	-1	-1	0	0	0	0	0	0	0	0	7	6
Subway	0	0	-2	-3	30	30	22	18	-1	-1	-1	-1	0	0	0	0	0	0	48	43
Bus	0	0	-2	-3	1	1	10	8	-1	-1	-1	-1	0	0	0	0	0	0	7	4
Walk/Other	0	0	-33	-35	21	21	32	25	-111	-111	-13	-13	0	0	0	0	0	0	-104	-113
Total	0	0	-39	-43	57	57	83	67	-121	-121	-15	-15	0	0	0	0	0	0	-35	-55
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	-6	8	5	11	12	-4	-4	0	-3	0	0	0	0	0	0	14	4
Taxi	0	0	0	-1	5	3	6	7	-1	-1	0	0	0	0	0	0	0	0	10	8
Subway	0	0	-8	-42	81	52	19	21	-1	-1	-3	-23	0	0	0	0	0	0	88	7
Bus	0	0	-1	-5	3	2	8	10	-1	-1	0	-2	0	0	0	0	0	0	9	4
Walk/Other	0	0	-2	-10	54	35	26	30	-57	-57	-1	-6	0	0	0	0	0	0	20	-8
Total	0	0	-12	-64	151	97	70	80	-64	-64	-4	-34	0	0	0	0	0	0	141	15
SAT	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	5	6	20	17	-5	-5	0	0	0	0	0	0	0	0	19	17
Taxi	0	0	0	0	3	4	12	10	-1	-1	0	0	0	0	0	0	0	0	14	13
Subway	0	0	-8	-5	52	63	19	16	-1	-1	-1	-1	0	0	0	0	0	0	61	72
Bus	0	0	-1	-1	2	2	24	20	-1	-1	0	0	0	0	0	0	0	0	24	20
Walk/Other	0	0	-2	-1	35	42	44	36	-67	-67	-1	-1	0	0	0	0	0	0	9	9
Total	0	0	-12	-8	97	117	119	99	-75	-75	-2	-2	0	0	0	0	0	0	127	131
Vehicle Trips :																				
AM	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	2	7	3	2	-1	-1	-3	0	0	0	0	0	0	0	-4	8
Taxi	0	0	-1	0	2	4	2	1	0	0	0	0	0	0	0	0	0	0	3	5
Taxi (Balanced)	0	0	-1	-1	5	5	2	2	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	1	1	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0
Total	0	0	-6	-1	8	13	5	4	-1	-1	-4	-1	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
Auto	0	0	-1	-1	2	2	6	5	-6	-6	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	-1	-1	2	2	4	3	-1	-1	0	0	0	0	0	0	0	0	4	3
Taxi (Balanced)	0	0	-2	-2	3	3	5	5	-2	-2	0	0	0	0	0	0	0	0	4	4
Truck	0	0	-1	-1	1	1	0	0	0	0	-1	-1	0	0	0	0	0	0	-1	-1
Total	0	0	-4	-4	6	6	11	10	-8	-8	-1	-1	0	0	0	0	0	0	4	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	-5	7	4	6	6	-3	-3	0	-3	0	0	0	0	0	0	9	-1
Taxi	0	0	0	-1	4	2	3	4	-1	-1	0	0	0	0	0	0	0	0	6	4
Taxi (Balanced)	0	0	-1	-1	4	4	6	6	-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
Total	0	0	-2	-6	11	8	12	12	-5	-5	0	-3	0	0	0	0	0	0	16	6
SAT	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	3	3	7	6	-4	-4	0	0	0	0	0	0	0	0	5	4
Taxi	0	0	0	0	2	3	4	4	-1	-1	0	0	0	0	0	0	0	0	5	6
Taxi (Balanced)	0	0	0	0	4	4	6	6	-2	-2	0	0	0	0	0	0	0	0	8	8
Truck	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	7	7	13	12	-6	-6	0	0	0	0	0	0	0	0	13	12

Notes:

70% linked trip credit applied to local retail use.

Site 10

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	23,736 gsf		0 gsf		157 DU		0 gsf		0 gsf		0 gsf		0 gsf		11,868 gsf		0 gsf			
Peak Hour Trips:																				
AM	208		0		128		0		0		0		0		100		0		436	
Midday	250		0		64		0		0		0		0		118		0		432	
PM	416		0		140		0		0		0		0		82		0		638	
Saturday	494		0		122		0		0		0		0		80		0		696	
Person Trips:																				
AM	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	5	0	0	0	0	0	0	0	0	1	0	0	0	4	6
Taxi	2	2	0	0	1	3	0	0	0	0	0	0	0	0	3	2	0	0	6	7
Subway	20	18	0	0	16	52	0	0	0	0	0	0	0	0	37	23	0	0	73	93
Bus	7	6	0	0	1	2	0	0	0	0	0	0	0	0	3	2	0	0	11	10
Walk/Other	80	71	0	0	11	35	0	0	0	0	0	0	0	0	18	11	0	0	109	117
Total	110	98	0	0	31	97	0	0	0	0	0	0	0	0	62	38	0	0	203	233
MD	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	1	1	0	0	4	4
Taxi	3	3	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	7	7
Subway	22	22	0	0	16	16	0	0	0	0	0	0	0	0	33	37	0	0	71	75
Bus	8	8	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	12	12
Walk/Other	91	91	0	0	12	12	0	0	0	0	0	0	0	0	16	18	0	0	119	121
Total	125	125	0	0	32	32	0	0	0	0	0	0	0	0	56	62	0	0	213	219
PM	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	3	0	0	0	0	0	0	0	0	0	1	0	0	6	6
Taxi	4	4	0	0	3	2	0	0	0	0	0	0	0	0	1	3	0	0	8	9
Subway	37	37	0	0	45	29	0	0	0	0	0	0	0	0	17	33	0	0	99	99
Bus	12	12	0	0	2	1	0	0	0	0	0	0	0	0	1	3	0	0	15	16
Walk/Other	153	153	0	0	31	20	0	0	0	0	0	0	0	0	8	15	0	0	192	188
Total	208	208	0	0	85	55	0	0	0	0	0	0	0	0	27	55	0	0	320	318
SAT	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	0	0	0	0	0	0	8	8
Taxi	10	10	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	14	14
Subway	31	33	0	0	30	36	0	0	0	0	0	0	0	0	24	24	0	0	85	93
Bus	10	10	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	13	13
Walk/Other	186	194	0	0	20	24	0	0	0	0	0	0	0	0	11	13	0	0	217	231
Total	242	252	0	0	56	66	0	0	0	0	0	0	0	0	39	41	0	0	337	359
Vehicle Trips :																				
AM	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	1	0	0	0	4	5
Taxi	1	1	0	0	1	2	0	0	0	0	0	0	0	0	2	1	0	0	4	4
Taxi (Balanced)	2	2	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	7	7
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	3	3	0	0	6	8	0	0	0	0	0	0	0	0	3	2	0	0	12	13
MD	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	1	1	0	0	3	3
Taxi	2	2	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	5	5
Taxi (Balanced)	3	3	0	0	2	2	0	0	0	0	0	0	0	0	3	3	0	0	8	8
Truck	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	3	3	0	0	0	0	0	0	0	0	4	4	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
Auto	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	1	0	0	4	4
Taxi	3	3	0	0	2	2	0	0	0	0	0	0	0	0	1	2	0	0	6	7
Taxi (Balanced)	5	5	0	0	3	3	0	0	0	0	0	0	0	0	3	3	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
Total	6	6	0	0	6	5	0	0	0	0	0	0	0	0	3	4	0	0	15	15
SAT	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	2	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	6	6	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	9	9
Taxi (Balanced)	9	9	0	0	3	3	0	0	0	0	0	0	0	0	2	2	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
Total	12	12	0	0	5	5	0	0	0	0	0	0	0	0	2	2	0	0	19	19

Notes:
70% linked trip credit applied to local retail use.

Site 12

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		45,930 gsf		44 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		8,910 gsf			
Peak Hour Trips:																				
AM	0		100		36		0		0		0		0		0		2		138	
Midday	0		124		18		0		0		0		0		0		42		184	
PM	0		116		40		0		0		0		0		0		38		194	
Saturday	0		30		34		0		0		0		0		0		42		106	
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	64	3	5	15	0	0	0	0	0	0	0	0	0	0	1	0	70	18
Bus	0	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	1
Walk/Other	0	0	15	1	3	10	0	0	0	0	0	0	0	0	0	0	1	0	19	11
Total	0	0	96	4	8	28	0	0	0	0	0	0	0	0	0	0	2	0	106	32
MD	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	4	2	5	3
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	0	0	4	4	6	6	0	0	0	0	0	0	0	0	0	0	9	4	19	14
Bus	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	2	8	6
Walk/Other	0	0	49	53	3	3	0	0	0	0	0	0	0	0	0	0	12	5	64	61
Total	0	0	60	64	9	9	0	0	0	0	0	0	0	0	0	0	29	13	98	86
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	10	1	1	0	0	0	0	0	0	0	0	0	0	1	4	4	15
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	12	66	13	8	0	0	0	0	0	0	0	0	0	0	3	9	28	83
Bus	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	1	4	2	11
Walk/Other	0	0	3	14	10	6	0	0	0	0	0	0	0	0	0	0	4	12	17	32
Total	0	0	18	98	25	15	0	0	0	0	0	0	0	0	0	0	9	29	52	142
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	4	2	7	4
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	12	8	8	10	0	0	0	0	0	0	0	0	0	0	9	4	29	22
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	2	5	3
Walk/Other	0	0	3	2	6	7	0	0	0	0	0	0	0	0	0	0	12	5	21	14
Total	0	0	18	12	15	19	0	0	0	0	0	0	0	0	0	0	29	13	62	44
Vehicle Trips :																				
AM	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1
Taxi	0	0	1	0	0	1	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	0	0	0	0	0	0	2	2
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	10	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	11	4
MD	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	1	1	2	2
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	3	3	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	1	1
Total	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	9	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3	11
Taxi	0	0	0	1	1	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	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
Total	0	0	3	10	2	2	0	0	0	0	0	0	0	0	0	0	0	1	5	13
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	4	3
Taxi	0	0	0	0	0	1	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	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	1	1	5	4

Notes:

70% linked trip credit applied to local retail use.

Site 13

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		124 DU		0 gsf		4,501 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		100		0		8		0		0		0		0		108	
Midday	0		0		50		0		54		0		0		0		0		104	
PM	0		0		110		0		28		0		0		0		0		138	
Saturday	0		0		96		0		32		0		0		0		0		128	
Person Trips:																				
AM	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	1	4
Taxi	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	13	41	0	0	0	0	0	0	0	0	0	0	0	0	13	41
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	0	9	27	0	0	4	4	0	0	0	0	0	0	0	0	13	31
Total	0	0	0	0	24	76	0	0	4	4	0	0	0	0	0	0	0	0	28	80
MD	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	2	2	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	9	9	0	0	25	25	0	0	0	0	0	0	0	0	34	34
Total	0	0	0	0	25	25	0	0	27	27	0	0	0	0	0	0	0	0	52	52
PM	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	1	1	0	0	0	0	0	0	0	0	4	3
Taxi	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	36	23	0	0	0	0	0	0	0	0	0	0	0	0	36	23
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	25	16	0	0	13	13	0	0	0	0	0	0	0	0	38	29
Total	0	0	0	0	67	43	0	0	14	14	0	0	0	0	0	0	0	0	81	57
SAT	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	3	0	0	1	1	0	0	0	0	0	0	0	0	3	4
Taxi	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	23	28	0	0	0	0	0	0	0	0	0	0	0	0	23	28
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	16	19	0	0	15	15	0	0	0	0	0	0	0	0	31	34
Total	0	0	0	0	43	53	0	0	16	16	0	0	0	0	0	0	0	0	59	69
Vehicle Trips :																				
AM	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	1	3
Taxi	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	3	3	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
Total	0	0	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	4	6
MD	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	2	2	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	0	0	3	3	0	0	2	2	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
Auto	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	0	0	4	4	0	0	1	1	0	0	0	0	0	0	0	0	5	5
SAT	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	1	1	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	3	3	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
Total	0	0	0	0	4	5	0	0	1	1	0	0	0	0	0	0	0	0	5	6

Notes:
70% linked trip credit applied to local retail use.

Site 14

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-2,882 gsf		18 DU		0 gsf		30 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-6		16		0		0		0		0		0		0		10	
Midday	0		-8		8		0		0		0		0		0		0		0	
PM	0		-8		16		0		0		0		0		0		0		8	
Saturday	0		-2		14		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
Auto	0	0	-1	0	0	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
Subway	0	0	-4	0	2	8	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
Walk/Other	0	0	-1	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	-6	0	3	13	0	0	0	0	0	0	0	0	0	0	0	0	-3	13
MD	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
Taxi	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	2	2
Bus	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	-4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Total	0	0	-4	-4	4	4	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
Auto	0	0	0	-1	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
Subway	0	0	-1	-5	6	3	0	0	0	0	0	0	0	0	0	0	0	0	5	-2
Bus	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	-1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	5	1
Total	0	0	-1	-7	11	5	0	0	0	0	0	0	0	0	0	0	0	0	10	-2
SAT	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
Taxi	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	5	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Bus	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	3	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Total	0	0	-1	-1	6	8	0	0	0	0	0	0	0	0	0	0	0	0	5	7
Vehicle Trips :																				
AM	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	-1	1
Taxi	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
Truck	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	-1	1
MD	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
Taxi	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
Truck	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
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-1	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
Taxi (Balanced)	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
Total	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
SAT	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
Taxi	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
Truck	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

Notes:
70% linked trip credit applied to local retail use.

Site 15

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		15 DU		0 gsf		-2,625 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		12		0		-6		0		0		0		0		6	
Midday	0		0		6		0		-32		0		0		0		0		-26	
PM	0		0		14		0		-16		0		0		0		0		-2	
Saturday	0		0		12		0		-20		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
Auto	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
Subway	0	0	0	0	2	6	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
Walk/Other	0	0	0	0	1	3	0	0	-3	-3	0	0	0	0	0	0	0	0	-2	0
Total	0	0	0	0	3	9	0	0	-3	-3	0	0	0	0	0	0	0	0	0	6
MD	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	-1	-1	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
Subway	0	0	0	0	2	2	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
Walk/Other	0	0	0	0	1	1	0	0	-15	-15	0	0	0	0	0	0	0	0	-14	-14
Total	0	0	0	0	3	3	0	0	-16	-16	0	0	0	0	0	0	0	0	-13	-13
PM	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
Taxi	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	3	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Bus	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	4	2	0	0	-8	-8	0	0	0	0	0	0	0	0	-4	-6
Total	0	0	0	0	9	5	0	0	-8	-8	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
Auto	0	0	0	0	0	0	0	0	-1	-1	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
Subway	0	0	0	0	4	4	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
Walk/Other	0	0	0	0	2	2	0	0	-9	-9	0	0	0	0	0	0	0	0	-7	-7
Total	0	0	0	0	6	6	0	0	-10	-10	0	0	0	0	0	0	0	0	-4	-4
Vehicle Trips :																				
AM	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
Taxi	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
Truck	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
MD	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	-1	-1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	0	0	0	-1	-1	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
Auto	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
Taxi (Balanced)	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
Total	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
Auto	0	0	0	0	0	0	0	0	-1	-1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	-1	-1

Notes:
70% linked trip credit applied to local retail use.

Site 16

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		15 DU		0 gsf		2,621 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		12		0		6		0		0		0		0		18	
Midday	0		0		6		0		32		0		0		0		0		38	
PM	0		0		14		0		16		0		0		0		0		30	
Saturday	0		0		12		0		20		0		0		0		0		32	
Person Trips:																				
AM	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
Taxi	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	5	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Bus	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	4	0	0	3	3	0	0	0	0	0	0	0	0	4	7
Total	0	0	0	0	3	9	0	0	3	3	0	0	0	0	0	0	0	0	6	12
MD	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	1	1	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
Subway	0	0	0	0	2	2	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
Walk/Other	0	0	0	0	1	1	0	0	15	15	0	0	0	0	0	0	0	0	16	16
Total	0	0	0	0	3	3	0	0	16	16	0	0	0	0	0	0	0	0	19	19
PM	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
Taxi	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	3	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Bus	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	3	2	0	0	8	8	0	0	0	0	0	0	0	0	11	10
Total	0	0	0	0	9	5	0	0	8	8	0	0	0	0	0	0	0	0	17	13
SAT	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	1	1	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
Subway	0	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Bus	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	9	9	0	0	0	0	0	0	0	0	11	11
Total	0	0	0	0	5	7	0	0	10	10	0	0	0	0	0	0	0	0	15	17
Vehicle Trips :																				
AM	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
Taxi	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
Truck	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
MD	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	1	1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	0	0	0	1	1	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
Auto	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
Taxi (Balanced)	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
Total	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
Auto	0	0	0	0	0	0	0	0	1	1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1

Notes:
70% linked trip credit applied to local retail use.

Site 20

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	9,872 gsf		20,044 gsf		173 DU		0 gsf		-1,200 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	86		44		140		0		-2		0		0		0		0		268	
Midday	104		54		70		0		-14		0		0		0		0		214	
PM	174		52		154		0		-8		0		0		0		0		372	
Saturday	206		14		134		0		-10		0		0		0		0		344	
Person Trips:																				
AM	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	2	5	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Taxi	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	2	4
Subway	8	7	28	1	18	57	0	0	0	0	0	0	0	0	0	0	0	0	54	65
Bus	3	2	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Walk/Other	34	30	7	1	12	39	0	0	-1	-1	0	0	0	0	0	0	0	0	52	69
Total	46	40	42	2	34	106	0	0	-1	-1	0	0	0	0	0	0	0	0	121	147
MD	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway	9	9	2	2	18	18	0	0	0	0	0	0	0	0	0	0	0	0	29	29
Bus	3	3	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Walk/Other	38	38	21	21	13	13	0	0	-7	-7	0	0	0	0	0	0	0	0	65	65
Total	52	52	27	27	35	35	0	0	-7	-7	0	0	0	0	0	0	0	0	107	107
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	7	8
Taxi	2	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Subway	16	16	5	30	50	32	0	0	0	0	0	0	0	0	0	0	0	0	71	78
Bus	5	5	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8	9
Walk/Other	63	63	1	7	34	22	0	0	-4	-4	0	0	0	0	0	0	0	0	94	88
Total	87	87	8	44	94	60	0	0	-4	-4	0	0	0	0	0	0	0	0	185	187
SAT	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	4	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Taxi	4	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Subway	13	14	5	4	33	40	0	0	0	0	0	0	0	0	0	0	0	0	51	58
Bus	4	4	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	78	81	1	1	22	26	0	0	-5	-5	0	0	0	0	0	0	0	0	96	103
Total	101	105	8	6	61	73	0	0	-5	-5	0	0	0	0	0	0	0	0	165	179
Vehicle Trips :																				
AM	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	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi (Balanced)	2	2	0	0	3	3	0	0	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	1	1
Total	2	2	4	0	6	8	0	0	0	0	0	0	0	0	0	0	0	0	12	10
MD	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	2	2	2	2	2	2	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
Total	3	3	3	3	3	3	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
Auto	1	1	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Taxi	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	2	2	0	0	3	3	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
Total	3	3	1	4	7	5	0	0	0	0	0	0	0	0	0	0	0	0	11	12
SAT	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	3	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi (Balanced)	5	5	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	6	1	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	12	12

Notes:
70% linked trip credit applied to local retail use.

Site 22

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		47,772 gsf		0 DU		0 gsf		4,483 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		104		0		0		8		0		0		0		0		112	
Midday	0		130		0		0		52		0		0		0		0		182	
PM	0		120		0		0		28		0		0		0		0		148	
Saturday	0		32		0		0		32		0		0		0		0		64	
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	66	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	3
Bus	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
Walk/Other	0	0	15	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	19	5
Total	0	0	99	5	0	0	0	0	4	4	0	0	0	0	0	0	0	0	103	9
MD	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	2	2	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	0	0	52	56	0	0	0	0	24	24	0	0	0	0	0	0	0	0	76	80
Total	0	0	63	67	0	0	0	0	26	26	0	0	0	0	0	0	0	0	89	93
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	10	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	11
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	12	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	68
Bus	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Walk/Other	0	0	3	16	0	0	0	0	13	13	0	0	0	0	0	0	0	0	16	29
Total	0	0	18	102	0	0	0	0	14	14	0	0	0	0	0	0	0	0	32	116
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	1	0	0	0	0	1	1	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
Subway	0	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	9
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	3	2	0	0	0	0	15	15	0	0	0	0	0	0	0	0	18	17
Total	0	0	19	13	0	0	0	0	16	16	0	0	0	0	0	0	0	0	35	29
Vehicle Trips :																				
AM	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	9	1
Taxi	0	0	1	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	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3
MD	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	2	2	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	3	3	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	1	1
Total	0	0	5	5	0	0	0	0	2	2	0	0	0	0	0	0	0	0	7	7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	9	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	10
Taxi	0	0	0	1	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	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	10	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	11
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	1	0	0	0	0	1	1	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
Taxi (Balanced)	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
Total	0	0	2	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	2

Notes:

70% linked trip credit applied to local retail use.

Site 23

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		15 DU		0 gsf		2,704 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		12		0		6		0		0		0		0		18	
Midday	0		0		6		0		32		0		0		0		0		38	
PM	0		0		14		0		18		0		0		0		0		32	
Saturday	0		0		12		0		20		0		0		0		0		32	
Person Trips:																				
AM	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
Taxi	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	2	6
Bus	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	3	0	0	3	3	0	0	0	0	0	0	0	0	4	6
Total	0	0	0	0	3	9	0	0	3	3	0	0	0	0	0	0	0	0	6	12
MD	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	1	1	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
Subway	0	0	0	0	2	2	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
Walk/Other	0	0	0	0	1	1	0	0	15	15	0	0	0	0	0	0	0	0	16	16
Total	0	0	0	0	3	3	0	0	16	16	0	0	0	0	0	0	0	0	19	19
PM	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	1	1	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
Subway	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Bus	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	3	2	0	0	8	8	0	0	0	0	0	0	0	0	11	10
Total	0	0	0	0	9	5	0	0	9	9	0	0	0	0	0	0	0	0	18	14
SAT	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	1	1	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
Subway	0	0	0	0	4	4	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
Walk/Other	0	0	0	0	2	2	0	0	9	9	0	0	0	0	0	0	0	0	11	11
Total	0	0	0	0	6	6	0	0	10	10	0	0	0	0	0	0	0	0	16	16
Vehicle Trips :																				
AM	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
Taxi	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
Truck	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
MD	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	1	1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	0	0	0	1	1	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
Auto	0	0	0	0	0	0	0	0	1	1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	0	0	0	1	1	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
Auto	0	0	0	0	0	0	0	0	1	1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1

Notes:

70% linked trip credit applied to local retail use.

Site 24

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-5,380 gsf		37 DU		0 gsf		-306 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-12		30		0		-2		0		0		0		0		16	
Midday	0		-16		16		0		-4		0		0		0		0		-4	
PM	0		-14		34		0		-2		0		0		0		0		18	
Saturday	0		-4		28		0		-2		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
Auto	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	-8	0	4	13	0	0	0	0	0	0	0	0	0	0	0	0	-4	13
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	0	0	-2	0	3	8	0	0	-1	-1	0	0	0	0	0	0	0	0	0	7
Total	0	0	-12	0	7	23	0	0	-1	-1	0	0	0	0	0	0	0	0	-6	22
MD	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
Taxi	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	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-6	-8	4	4	0	0	-2	-2	0	0	0	0	0	0	0	0	-4	-6
Total	0	0	-7	-9	8	8	0	0	-2	-2	0	0	0	0	0	0	0	0	-1	-3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	-1	-9	11	7	0	0	0	0	0	0	0	0	0	0	0	0	10	-2
Bus	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	-2	8	5	0	0	-1	-1	0	0	0	0	0	0	0	0	7	2
Total	0	0	-1	-13	21	13	0	0	-1	-1	0	0	0	0	0	0	0	0	19	-1
SAT	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	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-3	-1	6	9	0	0	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
Walk/Other	0	0	0	0	5	6	0	0	-1	-1	0	0	0	0	0	0	0	0	4	5
Total	0	0	-3	-1	12	16	0	0	-1	-1	0	0	0	0	0	0	0	0	8	14
Vehicle Trips :																				
AM	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	-1	1
Taxi	0	0	0	0	0	1	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	1	1
Truck	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	1	2	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
Auto	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
Taxi (Balanced)	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
Total	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
Auto	0	0	0	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	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
Total	0	0	0	-1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1
SAT	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	1	1
Taxi	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
Truck	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	1	1

Notes:
70% linked trip credit applied to local retail use.

Site 25

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-14,260 gsf		31 DU		0 gsf		444 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-32		26		0		2		0		0		0		0		-4	
Midday	0		-40		14		0		6		0		0		0		0		-20	
PM	0		-36		28		0		4		0		0		0		0		-4	
Saturday	0		-10		24		0		4		0		0		0		0		18	
Person Trips:																				
AM	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	-3	1
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	-21	-1	3	12	0	0	0	0	0	0	0	0	0	0	0	0	-18	11
Bus	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Walk/Other	0	0	-5	0	2	7	0	0	1	1	0	0	0	0	0	0	0	0	-2	8
Total	0	0	-31	-1	5	21	0	0	1	1	0	0	0	0	0	0	0	0	-25	21
MD	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
Taxi	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	-1	-1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	0	0	-16	-18	3	3	0	0	3	3	0	0	0	0	0	0	0	0	-10	-12
Total	0	0	-19	-21	7	7	0	0	3	3	0	0	0	0	0	0	0	0	-9	-11
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	-4	-20	9	6	0	0	0	0	0	0	0	0	0	0	0	0	5	-14
Bus	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Walk/Other	0	0	-1	-5	6	4	0	0	2	2	0	0	0	0	0	0	0	0	7	1
Total	0	0	-6	-30	17	11	0	0	2	2	0	0	0	0	0	0	0	0	13	-17
SAT	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	1	1	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
Subway	0	0	-4	-3	6	7	0	0	0	0	0	0	0	0	0	0	0	0	2	4
Bus	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	4	5	0	0	2	2	0	0	0	0	0	0	0	0	5	6
Total	0	0	-6	-4	11	13	0	0	2	2	0	0	0	0	0	0	0	0	7	11
Vehicle Trips :																				
AM	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	-3	1
Taxi	0	0	0	0	0	1	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	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-3	0	1	2	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
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	-1	-1	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	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-2	-2	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
Auto	0	0	-1	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	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
Total	0	0	-1	-3	2	2	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
Auto	0	0	-1	0	1	1	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
Taxi (Balanced)	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
Total	0	0	-1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Notes:
70% linked trip credit applied to local retail use.

Site 26

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		0 gsf		44 DU		0 gsf		3,424 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		0		36		0		6		0		0		0		0		42	
Midday	0		0		18		0		40		0		0		0		0		58	
PM	0		0		40		0		22		0		0		0		0		62	
Saturday	0		0		34		0		26		0		0		0		0		60	
Person Trips:																				
AM	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	1
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	0	5	15	0	0	0	0	0	0	0	0	0	0	0	0	5	15
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	3	10	0	0	3	3	0	0	0	0	0	0	0	0	6	13
Total	0	0	0	0	8	28	0	0	3	3	0	0	0	0	0	0	0	0	11	31
MD	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	1	1	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
Subway	0	0	0	0	6	6	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
Walk/Other	0	0	0	0	3	3	0	0	19	19	0	0	0	0	0	0	0	0	22	22
Total	0	0	0	0	9	9	0	0	20	20	0	0	0	0	0	0	0	0	29	29
PM	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	1	1	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	0	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	13	8
Bus	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	10	6	0	0	10	10	0	0	0	0	0	0	0	0	20	16
Total	0	0	0	0	25	15	0	0	11	11	0	0	0	0	0	0	0	0	36	26
SAT	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	1	1	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	0	8	10	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
Walk/Other	0	0	0	0	6	7	0	0	12	12	0	0	0	0	0	0	0	0	18	19
Total	0	0	0	0	15	19	0	0	13	13	0	0	0	0	0	0	0	0	28	32
Vehicle Trips :																				
AM	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	1
Taxi	0	0	0	0	0	1	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	1	1
Truck	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	1	2
MD	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	1	1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	0	0	0	1	1	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
Auto	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	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
Total	0	0	0	0	2	2	0	0	1	1	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
Auto	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	1	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	1	1
Truck	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	1	1	0	0	0	0	0	0	0	0	3	3

Notes:
70% linked trip credit applied to local retail use.

Site 27

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-20,300 gsf		81 DU		0 gsf		-6,435 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-44		66		0		-12		0		0		0		0		10	
Midday	0		-56		34		0		-76		0		0		0		0		-98	
PM	0		-52		72		0		-40		0		0		0		0		-20	
Saturday	0		-14		62		0		-46		0		0		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
Auto	0	0	-4	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	-3	3
Taxi	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Subway	0	0	-29	-1	9	26	0	0	0	0	0	0	0	0	0	0	0	0	-20	25
Bus	0	0	-3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-3	1
Walk/Other	0	0	-7	0	6	18	0	0	-6	-6	0	0	0	0	0	0	0	0	-7	12
Total	0	0	-43	-1	16	50	0	0	-6	-6	0	0	0	0	0	0	0	0	-33	43
MD	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	-2	-2	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-2	-2	9	9	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Bus	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Walk/Other	0	0	-21	-23	6	6	0	0	-36	-36	0	0	0	0	0	0	0	0	-51	-53
Total	0	0	-27	-29	17	17	0	0	-38	-38	0	0	0	0	0	0	0	0	-48	-50
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	-4	2	1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	-4
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	-5	-30	24	15	0	0	0	0	0	0	0	0	0	0	0	0	19	-15
Bus	0	0	-1	-3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-2
Walk/Other	0	0	-1	-7	16	10	0	0	-19	-19	0	0	0	0	0	0	0	0	-4	-16
Total	0	0	-8	-44	44	28	0	0	-20	-20	0	0	0	0	0	0	0	0	16	-36
SAT	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	2	0	0	-1	-1	0	0	0	0	0	0	0	0	-1	0
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	0	0	-5	-5	15	18	0	0	0	0	0	0	0	0	0	0	0	0	10	13
Bus	0	0	-1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	-1	-1	10	12	0	0	-22	-22	0	0	0	0	0	0	0	0	-13	-11
Total	0	0	-8	-6	28	34	0	0	-23	-23	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
Auto	0	0	-4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-3	2
Taxi	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	-4	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	-1	4
MD	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	-2	-2	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	-2	-2	2	2	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
Total	0	0	-3	-3	3	3	0	0	-2	-2	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
Auto	0	0	-1	-4	2	1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	-4
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	-1	-4	4	3	0	0	-1	-1	0	0	0	0	0	0	0	0	2	-2
SAT	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	-1	-1	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	2	2	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
Total	0	0	-1	-1	3	3	0	0	-1	-1	0	0	0	0	0	0	0	0	1	1

Notes:

70% linked trip credit applied to local retail use.

Site 28

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-4,000 gsf		28 DU		0 gsf		-17 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-10		24		0		0		0		0		0		0		14	
Midday	0		-12		12		0		0		0		0		0		0		0	
PM	0		-10		26		0		0		0		0		0		0		16	
Saturday	0		-4		22		0		0		0		0		0		0		18	
Person Trips:																				
AM	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	-1	1
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	-7	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	-4	10
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	0	0	-1	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Total	0	0	-10	0	5	19	0	0	0	0	0	0	0	0	0	0	0	0	-5	19
MD	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
Taxi	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	4	4
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-6	-6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Total	0	0	-6	-6	6	6	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
Auto	0	0	0	-1	1	1	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
Subway	0	0	-1	-6	9	5	0	0	0	0	0	0	0	0	0	0	0	0	8	-1
Bus	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	-1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Total	0	0	-1	-9	16	10	0	0	0	0	0	0	0	0	0	0	0	0	15	1
SAT	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	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-3	-1	5	8	0	0	0	0	0	0	0	0	0	0	0	0	2	7
Bus	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	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	-3	-1	9	13	0	0	0	0	0	0	0	0	0	0	0	0	6	12
Vehicle Trips :																				
AM	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	-1	1
Taxi	0	0	0	0	0	1	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	1	1
Truck	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	1	2	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
Auto	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
Taxi (Balanced)	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
Total	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
Auto	0	0	0	-1	1	1	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
Taxi (Balanced)	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
Total	0	0	0	-1	1	1	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
Auto	0	0	0	0	0	1	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
Taxi (Balanced)	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
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Notes:
70% linked trip credit applied to local retail use.

Site 30

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-33,330 gsf		38 DU		0 gsf		-655 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-72		32		0		-2		0		0		0		0		-42	
Midday	0		-90		16		0		-8		0		0		0		0		-82	
PM	0		-84		34		0		-4		0		0		0		0		-54	
Saturday	0		-22		30		0		-6		0		0		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
Auto	0	0	-7	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-7	1
Taxi	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Subway	0	0	-45	-2	4	14	0	0	0	0	0	0	0	0	0	0	0	0	-41	12
Bus	0	0	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	0
Walk/Other	0	0	-11	-1	3	9	0	0	-1	-1	0	0	0	0	0	0	0	0	-9	7
Total	0	0	-69	-3	7	25	0	0	-1	-1	0	0	0	0	0	0	0	0	-63	21
MD	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	-1	-1
Taxi	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	-3	-3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	-3	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2
Walk/Other	0	0	-36	-39	3	3	0	0	-4	-4	0	0	0	0	0	0	0	0	-37	-40
Total	0	0	-44	-46	8	8	0	0	-4	-4	0	0	0	0	0	0	0	0	-40	-42
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	-7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-6
Taxi	0	0	0	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-1
Subway	0	0	-8	-48	11	8	0	0	0	0	0	0	0	0	0	0	0	0	3	-40
Bus	0	0	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5
Walk/Other	0	0	-2	-11	7	5	0	0	-2	-2	0	0	0	0	0	0	0	0	3	-8
Total	0	0	-12	-72	20	14	0	0	-2	-2	0	0	0	0	0	0	0	0	6	-60
SAT	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
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-9	-6	8	9	0	0	0	0	0	0	0	0	0	0	0	0	-1	3
Bus	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	0	0	-2	-1	5	6	0	0	-3	-3	0	0	0	0	0	0	0	0	0	2
Total	0	0	-13	-9	14	16	0	0	-3	-3	0	0	0	0	0	0	0	0	-2	4
Vehicle Trips :																				
AM	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	-6	1
Taxi	0	0	-1	0	0	1	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	0	0	0	0	0	0	0	0
Truck	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	-8	-2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-7	0
MD	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	-1	-1
Taxi	0	0	-1	-1	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	-2	-2
Truck	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	-4	-4	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
Auto	0	0	-1	-6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	-5
Taxi	0	0	0	-1	1	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	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
Total	0	0	-2	-7	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-5
SAT	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
Taxi	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
Truck	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

Notes:
70% linked trip credit applied to local retail use.

Site 31

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-44,200 gsf		42 DU		0 gsf		-382 gsf		0 gsf		-5,000 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-96		34		0		-2		0		-2		0		0		-66	
Midday	0		-120		18		0		-4		0		-2		0		0		-108	
PM	0		-112		38		0		-2		0		-2		0		0		-78	
Saturday	0		-30		32		0		-4		0		0		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
Auto	0	0	-9	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-9	1
Taxi	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Subway	0	0	-62	-3	4	15	0	0	0	0	0	0	-2	0	0	0	0	0	-60	12
Bus	0	0	-6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-6	1
Walk/Other	0	0	-14	-1	3	9	0	0	-1	-1	0	0	0	0	0	0	0	0	-12	7
Total	0	0	-92	-4	7	27	0	0	-1	-1	0	0	-2	0	0	0	0	0	-88	22
MD	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	-1	-1
Taxi	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Subway	0	0	-3	-4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Bus	0	0	-3	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4
Walk/Other	0	0	-48	-52	3	3	0	0	-2	-2	0	0	-1	-1	0	0	0	0	-48	-52
Total	0	0	-57	-63	9	9	0	0	-2	-2	0	0	-1	-1	0	0	0	0	-51	-57
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	-9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-8
Taxi	0	0	0	-1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-1
Subway	0	0	-11	-63	14	8	0	0	0	0	0	0	0	-1	0	0	0	0	3	-56
Bus	0	0	-1	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-7
Walk/Other	0	0	-3	-15	8	5	0	0	-1	-1	0	0	0	-1	0	0	0	0	4	-12
Total	0	0	-17	-95	24	14	0	0	-1	-1	0	0	0	-2	0	0	0	0	6	-84
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	-12	-8	9	9	0	0	0	0	0	0	0	0	0	0	0	0	-3	1
Bus	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	0	0	-3	-2	5	6	0	0	-2	-2	0	0	0	0	0	0	0	0	0	2
Total	0	0	-18	-12	15	17	0	0	-2	-2	0	0	0	0	0	0	0	0	-5	3
Vehicle Trips :																				
AM	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	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-8	1
Taxi	0	0	-1	0	0	1	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	0	0	0	0	0	0	0	0
Truck	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	-10	-2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-9	0
MD	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	-1	-1
Taxi	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi (Balanced)	0	0	-3	-3	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	-1	-1
Total	0	0	-5	-5	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
Auto	0	0	-2	-8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-7
Taxi	0	0	0	-1	1	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	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
Total	0	0	-3	-9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi	0	0	0	0	0	1	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	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-2	-1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Notes:
70% linked trip credit applied to local retail use.

Site 32

Land Use:	Supermarket		Office		Residential		Destination Retail		Local Retail		Light Industrial		Warehouse		Medical Office		Community Center (Arts & Cultural)		Total	
Size/Units:	0 gsf		-29,887 gsf		29 DU		0 gsf		306 gsf		0 gsf		0 gsf		0 gsf		0 gsf			
Peak Hour Trips:																				
AM	0		-66		24		0		2		0		0		0		0		-40	
Midday	0		-82		12		0		4		0		0		0		0		-66	
PM	0		-76		26		0		2		0		0		0		0		-48	
Saturday	0		-20		22		0		2		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
Auto	0	0	-6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-6	1
Taxi	0	0	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Subway	0	0	-42	-2	3	10	0	0	0	0	0	0	0	0	0	0	0	0	-39	8
Bus	0	0	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	0
Walk/Other	0	0	-10	-1	2	7	0	0	1	1	0	0	0	0	0	0	0	0	-7	7
Total	0	0	-63	-3	5	19	0	0	1	1	0	0	0	0	0	0	0	0	-57	17
MD	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	-1	-1
Taxi	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway	0	0	-2	-3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Bus	0	0	-2	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-3
Walk/Other	0	0	-33	-35	3	3	0	0	2	2	0	0	0	0	0	0	0	0	-28	-30
Total	0	0	-39	-43	6	6	0	0	2	2	0	0	0	0	0	0	0	0	-31	-35
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	-6	1	1	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	-1
Subway	0	0	-8	-43	9	5	0	0	0	0	0	0	0	0	0	0	0	0	1	-38
Bus	0	0	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-5
Walk/Other	0	0	-2	-9	6	4	0	0	1	1	0	0	0	0	0	0	0	0	5	-4
Total	0	0	-12	-64	16	10	0	0	1	1	0	0	0	0	0	0	0	0	5	-53
SAT	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	1	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
Subway	0	0	-8	-5	5	8	0	0	0	0	0	0	0	0	0	0	0	0	-3	3
Bus	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	0	0	-2	-1	4	4	0	0	1	1	0	0	0	0	0	0	0	0	3	4
Total	0	0	-12	-8	9	13	0	0	1	1	0	0	0	0	0	0	0	0	-2	6
Vehicle Trips :																				
AM	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	-5	1
Taxi	0	0	-1	0	0	1	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	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
Total	0	0	-6	-1	1	2	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
Auto	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	-1	-1	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	-2	-2
Truck	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	-4	-4	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
Auto	0	0	-1	-5	1	1	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	-1
Taxi (Balanced)	0	0	-1	-1	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
Total	0	0	-2	-6	1	1	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
Auto	0	0	-1	-1	0	1	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
Taxi (Balanced)	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
Total	0	0	-1	-1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0

Notes:
70% linked trip credit applied to local retail use.