Appendix E-1

Transportation Planning Factors and Travel Demand Forecast Memorandum

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TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **March 31, 2017**

PROJECT: **East Harlem Rezoning EIS (PHA No. 1223E)**

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

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

THE PROPOSED ACTIONS

The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), are proposing a series of land use actions (collectively the "Proposed Actions") in response to the recommendations of the East Harlem Neighborhood Plan, which is the subject of an ongoing community process, to create opportunities for housing, including affordable housing, community facilities, economic development and other services in an approximately 115-block area of the East Harlem neighborhood of Manhattan, Community District 11. The Project Area within East Harlem is generally bounded by East 104th Street to the south, East 132nd Street to the north, Park and Fifth avenues to the west and Second Avenue to the east (see **Figure 1**). Within this area, the Proposed Actions are anticipated to facilitate new residential, commercial and community facility development.

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 2027. 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

EAST HARLEM REZONING Figure 1

Project Area and RWCDS Projected Development Sites



developed within the 10-year analysis period for the Proposed Actions (i.e., by the 2027 analysis year), while potential sites are considered less likely to be developed over the same period. While a total of 68 projected development sites were identified for the Proposed Actions[1] (see **Figure 1**), the RWCDS assessed in this technical memorandum includes one additional site—the Sendero Verde project (Site 70)—as a worst-case scenario for the purposes of identifying potential analysis locations.[2] **Table 1** shows the total anticipated No-Action and With-Action land uses on the 69 projected development sites in 2027 under the RWCDS. As shown in **Table 1**, the Proposed Actions are expected to generate a net increase of 4,143 dwelling units (DU), 284,331 square feet (sf) of commercial space, 129,845 sf of community facility space, a 600-seat charter high school, 51,369 sf of community center (non-profit health club) space, and 98,255 sf of research laboratory space. There would also be a net decrease of 10,884 sf of local retail space, 32,974 sf of hotel space, 10,592 sf of auto repair space, and 23,475 sf of light industrial space which includes wholesale/warehousing, storage and manufacturing uses.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast travel demand for the RWCDS land uses are summarized in **Table 2** and discussed below. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each potential land use were primarily based on those cited in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for recent environmental reviews, 2010-2014 American Community Survey (ACS) journey-to-work data, AASHTO CTPP reverse journey-to-work 5-year data (2006-2010), and data from other standard professional references. Factors are shown for the AM and PM peak hours (typical peak periods for commuter travel) and the midday and Saturday peak hours (typical peak periods for retail demand).

Retail

The trip generation rates and temporal distributions for local and destination retail uses were based on data from the *CEQR Technical Manual*. The local retail modal split was based on survey data provided by the New York City Department of Transportation (NYCDOT), the directional in/out splits and vehicle occupancy rates were based on the *West Harlem Rezoning FEIS* (2012), and truck trip factors were based on data from the *CEQR Technical Manual.* The modal and directional in/out splits, vehicle occupancy rates and truck trip factors for destination retail uses were based on data from the *East 125th Street Development FEIS* (2008). To reflect the large scale of the Project Area, it was assumed that 40 percent of all local retail trips would be linked trips. Factors for the supermarket use were derived from data from *The Food Retail Expansion to Support Health (FRESH) Food Store Program* (2009). It should be noted that this source cited a weekday trip rate of 205 trips per 1,000 gsf but no rate for Saturday. A Saturday trip rate of 271 trips/1,000 gsf (32 percent higher than the weekday rate) was therefore assumed based on the ratio of the weekday/Saturday trip rates (175 trips per 1,000 gsf/231 trips per 1,000 gsf) for a general supermarket cited in the *CEQR Technical Manual*.

[1] Projected development sites under the Proposed Actions are numbered 1 through 69; however, Site 34 was subsequently re-categorized as a potential site and is therefore not included in the transportation analyses.
[2] A RWCDS that includes the Sendero Verde project is assessed in the Alternatives Chapter of the EIS.

TABLE 1

2027 RWCDS[1] No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential			
Residential	2,480 DU	6,623 DU	+4,143 DU
Commercial			
Local Retail	336,886 sf	326,002 sf	-10,884 sf
Destination Retail	35,596 sf	100,879 sf	+65,283 sf
Supermarket	14,577 sf	47,793 sf	+33,216 sf
Restaurant	0 sf	47,942 sf	+47,942 sf
Office	76,559 sf	268,899 sf[6]	+192,340 sf
Hotel	32,974 sf (82 rooms)	0 sf	-32,974 sf (-82 rooms)
Auto Repair	10,592 sf	0 sf	-10,592 sf
Total Commercial	***507,184 sf***	***791,515 sf***	***+284,331 sf***
Other Uses			
Community Facility[2]	7,395 sf	137,240 sf	+129,845 sf
Community Center	0 sf	51,369 sf	+51,369 sf
Charter High School	0 sf	107,282 sf	+107,282 sf
Light Industrial	80,391 sf[3]	56,916 sf[4]	-23,475 sf
Research Laboratory	0 sf	49,128 sf[6]	+49,128 sf
Total Floor Area	***87,786 sf***	***401,935 sf***	***+314,149 sf***
Parking			
Parking Spaces[5]	224	341	117

Notes:

[1] The Sendero Verde project (Site 70) is included as a worst-case scenario for preliminary transportation planning purposes.

[2] Undefined community facility space is assumed to be medical office use for planning purposes. Excludes approximately 1,189 sf of garden storage space in the With-Action condition that would generate minimal incremental travel demand.

[3] Includes 9,817 sf of wholesale/warehousing uses, 57,614 sf of storage uses and 12,960 sf of manufacturing uses.

[4] Includes 24,516 sf of wholesale/warehousing uses and 32,400 sf of manufacturing uses.

[5] Conservatively assumes that 30 percent of DUs would be designated as affordable and would therefore not require accessory parking under Mandatory Inclusionary Housing.

[6] One-half (49,128 sf) of the research laboratory space is assumed to function as office space and is included in the office total for travel demand forecasting purposes.

Non-Retail Commercial Uses

Non-retail commercial land uses include office, restaurant, hotel and auto repair uses. As shown in **Table 2**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the *CEQR Technical Manual*, the *West Harlem Rezoning FEIS*, the *East New York Rezoning FEIS* (2016), the *Vanderbilt Corridor and One Vanderbilt FEIS* (2015), the *Broadway Triangle FEIS* (2009) and AASHTO CTPP reverse journey-to-work data for workers in census tracts encompassing East Harlem (Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242). A linked-trip credit of 25 percent was assumed for the restaurant use in the midday period and 15 percent in the PM and Saturday periods, consistent with the *Vanderbilt Corridor and One Vanderbilt FEIS*.

TABLE 2: Transportation Planning Factors

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related	
Trip Generation:	(1)		(1)		(1)		(7)		(1)		(9,10)		(18)	
Weekday	205		18.0		8.075		173.0		78.2		205		19.42	
Saturday	240		3.9		9.600		181.0		92.5		271		19.42	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(7)		(1)		(9,11)		(18)	
AM	3.0%		12.0%		10.0%		0.0%		3.0%		3.0%		13.2%	
MD	19.0%		15.0%		5.0%		6.2%		9.0%		12.0%		11.0%	
PM	10.0%		14.0%		11.0%		8.3%		9.0%		10.0%		14.2%	
SatMD	10.0%		17.0%		8.0%		11.0%		11%		12.0%		10.7%	
	(17)		(3)	(18)	(5)		(8)		(4)		(9,11)		(18)	
Modal Splits:	AM/MD/PM	SAT	AM/PM	MD/SAT	All Periods		AM/MD/PM	SAT	AM/MD/PM	SAT	All Periods		All Periods	
Auto	2.5%	7.0%	17.6%	2.0%	8.1%		2.5%	7.0%	15.0%	17.0%	4.0%		85.0%	
Taxi	0.5%	0.0%	1.6%	3.0%	0.8%		0.5%	0.0%	9.0%	10.0%	3.0%		5.0%	
Subway/Railroad	16.5%	21.0%	48.5%	6.0%	65.0%		16.5%	21.0%	27.0%	16.0%	5.0%		1.0%	
Bus	4.0%	9.0%	16.2%	6.0%	11.9%		4.0%	9.0%	12.0%	20.0%	5.0%		1.0%	
Walk/Other	76.5%	63.0%	16.1%	83.0%	14.2%		76.5%	63.0%	37.0%	37.0%	83.0%		8.0%	
	100.0%	100.0%	100.0%	100%	100.0%		100.0%	100.0%	100.0%	100.0%	100.0%		100.0%	
	(2)		(2)		(2)		(7)		(4)		(9,11)		(18)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	50%	50%	95.0%	5.0%	16.0%	84.0%	50%	50%	61.0%	39.0%	45%	55%	65%	35%
MD	50%	50%	48.0%	52.0%	50.0%	50.0%	50%	50%	55.0%	45.0%	46%	54%	50%	50%
PM	50%	50%	15.0%	85.0%	67.0%	33.0%	67%	33%	47.0%	53.0%	47%	53%	50%	50%
Sat MD	50%	50%	60.0%	40.0%	53.0%	47.0%	50%	50%	55.0%	45.0%	46%	54%	50%	50%
					(2,5,6)				(4)					
Vehicle Occupancy:	(2)		(2,3)		AM/PM	MD/SMD	(7)		AM/MD/PM	SAT	(9,11)		(18)	
Auto	2.00		1.15		1.15	1.61	2.20		2.00	2.70	1.65		1.30	
Taxi	2.00		1.40		1.40	1.96	2.30		2.00	2.80	1.40		1.30	
Truck Trip Generation:	(1)		(1)		(1)		(7)		(4)		(9,11)		(18)	
Weekday	0.35		0.32		0.06		3.60		0.35		0.35		0.89	
Saturday	0.04		0.01		0.02		3.60		0.02		0.04		0.89	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
	(1)		(1)		(1)		(7)		(4)		(9,11)		(18)	
AM	8.0%		10.0%		12.0%		0.0%		7.7%		10.0%		14.0%	
MD	11.0%		11.0%		9.0%		6.0%		11.0%		8.0%		9.0%	
PM	2.0%		2.0%		2.0%		1.0%		1.0%		5.0%		1.0%	
Sat MD	11.0%		11.0%		9.0%		6.0%		11.0%		10.0%		0.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

TABLE 2: Transportation Planning Factors (continued)

Land Use:	Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center	
Trip Generation:	(12)		(14,15)		(14,15)		(19)		(1)		(1)		(1)		(1)	
Weekday	14.7		10.0		33.6		14.7		9.40		2.0		2.0		44.70	
Saturday	2.2		4.3		14.5		2.2		9.40		2.0		2.0		26.10	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per room		per Staff		per Student		per 1,000 sf	
Temporal Distribution:	(12)		(14,15)		(14,15)		(19)		(1)		(1)		(1)		(1)	
AM	13.2%		24.0%		6.0%		13.2%		8.0%		40.0%		49.5%		4.0%	
MD	11.0%		17.0%		9.0%		11.0%		14.0%		0.0%		0.0%		9.0%	
PM	14.2%		24.0%		5.0%		14.2%		13.0%		40.0%		49.5%		5.0%	
SatMD	10.7%		17.0%		9.0%		10.7%		9.0%		0.0%		0.0%		9.0%	
	(13)		(13)		(15)		(19)		(12)		(3)		(21)		(2)	
Modal Splits:	AM/PM	MD/SAT	AM/PM	MD/SAT	All Periods		AM/PM	MD/SAT	All Periods		All Periods		All Periods		All Periods	
Auto	17.6%	2.0%	17.6%	2.0%	25%		17.6%	2.0%	30.1%		17.6%		5.0%		4.0%	
Taxi	1.6%	3.0%	1.6%	3.0%	25%		1.6%	3.0%	12.3%		1.6%		2.0%		9.0%	
Subway/Railroad	48.5%	6.0%	48.5%	6.0%	29%		48.5%	6.0%	18.8%		48.5%		40.0%		12.0%	
Bus	16.2%	6.0%	16.2%	6.0%	11%		16.2%	6.0%	5.5%		16.2%		25.0%		5.0%	
Walk/Other	16.1%	83.0%	16.1%	83.0%	10%		16.1%	83.0%	33.3%		16.1%		28.0%		70.0%	
	100.0%	100%	100.0%	100%	100%		100.0%	100.0%	100%		100.0%		100.0%		100.0%	
	(12)		(14,15)		(14,15)		(19)		(12)		(21)		(21)		(2)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	88%	12%	100%	0%	90%	10%	88%	12%	41%	59%	100.0%	0.0%	100.0%	0.0%	61.0%	39.0%
MD	50%	50%	50%	50%	50%	50%	50%	50%	68%	32%	50.0%	50.0%	50.0%	50.0%	55.0%	45.0%
PM	12%	88%	0%	100%	30%	70%	12%	88%	59%	41%	0.0%	100.0%	0.0%	100.0%	29.0%	71.0%
Sat MD	47%	53%	50%	50%	50%	50%	47%	53%	56%	44%	50.0%	50.0%	50.0%	50.0%	49.0%	51.0%
Vehicle Occupancy:	(12)		(3,15)		(15)		(19)		(12)		(3,21)		(21)		(2)	
Auto	1.20		1.15		1.65		1.20		1.60		1.20		1.30		1.40	
Taxi	1.20		1.40		1.20		1.20		1.40		1.20		1.40		1.40	
Truck Trip Generation:	(12)		(14,15)				(19)		(20)				(18)		(2)	
Weekday	0.67		0.40		N/A		0.67		6.0%		N/A		0.03		0.04	
Saturday	0.67		0.00		N/A		0.67		1.0%		N/A		0.03		0.01	
	per 1,000 sf		per 1,000 sf				per 1,000 sf		per room				per Student		per 1,000 sf	
	(12)		(14,15)				(19)		(20)				(18)		(2)	
AM	14.0%		9.7%		N/A		14.0%		12.0%		N/A		9.6%		7.7%	
MD	9.0%		7.8%		N/A		9.0%		9.0%		N/A		11.0%		11.0%	
PM	1.0%		5.1%		N/A		1.0%		0.0%		N/A		1.0%		2.0%	
Sat MD	0.0%		0.0%		N/A		0.0%		9.0%		N/A		0.0%		11.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

TABLE 2: Transportation Planning Factors (continued)

Notes:

(1) Based on data from City Environmental Quality Review (CEQR) Technical Manual, 2014. Health club rates assumed for community center trip generation and temporal distributions rates.
(2) Based on data from *West Harlem Rezoning FEIS, 2012*
(3) Based on AASHTO CTPP Reverse Journey to Work 5-Year (2006-2010) data for Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242.
(4) Based on data from *East 125th Street Development FEIS*, 2008.
(5) Based on American Community Survey Journey to Work 5-Year (2010-2014) data for Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242.
(6) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.
(7) Based on data from *Vanderbilt Corridor and One Vanderbilt FEIS, 2015*.
(8) Assumes similar modal split as that assumed for a local retail use.
(9) Supermarket rates based on data from The Food Retail Expansion to Support Health (FRESH) Food Store Program, 2009.
(10) Assumes a 32% increase in peak hour trips on Saturday; based on ratio between weekday and Saturday rates for supermarket use provided by the *CEQR Technical Manual*, 2014.
(11) Assumes for Saturday the same temporal distribution, modal split, directional split, and vehicle occupancy as the weekday midday.
(12) Based on data from *Broadway Triangle FEIS, 2009.*
(13) Assumes similar modal split as that assumed for a office use.
(14) Based on data from *Jamaica Plan Rezoning FGEIS, 2007*.
(15) Based on data from *Saint Vincent's Campus Redevelopment FEIS, 2012.*
(16) Assumes similar weekday midday and Saturday temporal distribution as that assumed for a office use.
(17) Derived using data from NYCDOT Trip Generation and Mode Choice Survey.
(18) Based on data from *East New York Rezoning Proposal FEIS, 2015*.
(19) Assumes similar transportation planning factors as those assumed for light industrial use.
(20) Based on data from the A*tlantic Yards Arena and Redevelopment FEIS, 2006*.
(21) Based on data from the *ECF East 96th Street DEIS, 2017*. All student auto trips assumed to be pick-up/drop-off

Community Facility

For transportation planning purposes it was assumed that undefined community facility uses developed on the projected development sites under the RWCDS in the No-Action and With-Action conditions would consist primarily of medical office space. As shown in **Table 2**, the factors used to forecast travel demand from this land use were derived from the *Jamaica Plan Rezoning FGEIS* (2007), the *St. Vincent's Campus Redevelopment FEIS* (2012), and AASHTO CTPP reverse journey-to-work data for workers in census tracts encompassing East Harlem.

Community Center

For transportation planning purposes, the community center space included in the RWCDS is assumed to be comprised of non-profit health club uses. The trip generation rate and temporal distribution for these uses were based on data from the *CEQR Technical Manual*. All other factors were based on data from the *West Harlem Rezoning FEIS* (2012).

Charter High School

The trip generation rates and temporal distributions for the charter high school use were based on data from the *CEQR Technical Manual*. Modal splits, directional distributions and vehicle occupancies were based on AASHTO CTPP reverse journey-to-work data for workers in census tracts encompassing East Harlem and data from the *ECF East 96th Street DEIS* (2017). All student auto trips were assumed to be pick-up/drop-off. Truck trip factors were based on data from the *East New York Rezoning Proposal FEIS* (2015).

Light Industrial/Warehouse/Storage/Research Laboratory

The trip generation rates, temporal distributions, directional in/out splits, and vehicle occupancies for manufacturing, wholesale/warehousing, storage and research laboratory uses were based on data from the *Broadway Triangle FEIS,* and the modal splits were based on data from the *East New York Rezoning FEIS* and AASHTO CTPP reverse journey-to-work data for workers in the census tracts encompassing East Harlem. Truck trip generation rates and temporal distributions for light industrial uses were based on data from the *Broadway Triangle FEIS.*

Residential

Residential person trip and truck trip generation rates and temporal distributions reflect those cited in the *CEQR Technical Manual*. The directional in/out splits were based on data from the *West Harlem Rezoning FEIS* while the modal splits were derived from 5-year ACS journey-to-work data for census tracts encompassing East Harlem (Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242). *V*ehicle occupancies for residential uses were also derived from 2010-2014 5-year ACS journey-to-work data along with data from the *West Harlem Rezoning FEIS*.

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.[3] As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data were adjusted by a factor of 1.4 for the weekday midday and Saturday midday peak hours to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work were conservatively applied to all auto trips in these latter peak hours.

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

[3] Source: 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*. (See **Appendix A**.)

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2027 analysis year was estimated based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. (As noted previously, for the purposes of identifying potential analysis locations, the travel demand forecasts in this technical memorandum conservatively include the Sendero Verde project as part of the Proposed Actions' RWCDS.) **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 2027 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 5,486 person trips (in + out combined) in the weekday AM peak hour, 4,438 in the weekday midday, 7,102 in the weekday PM peak hour, and 6,188 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 665, 479, 729, and 446 (in + 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 3,028, 1,534, 3,443 and 2,492 during these periods, respectively, while bus trips would increase by approximately 760, 391, 880, and 672, respectively. Lastly, walk-only trips would increase by 1,054, 2,014, 2,019, and 2,382 trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively.

The Proposed Actions are expected to generate relatively few (i.e., less than 100) trips by commuter rail at the Metro-North Railroad 125th Street station in any one peak hour. As some Metro-North trips would also likely start or end on another mode of transit, commuter rail trips were conservatively included in the totals for the subway mode in the travel demand forecast shown in **Table 3**.

Table 4 shows the net incremental change in peak hour vehicle trips (auto, school bus, taxi and truck) that would be generated by each individual projected development site during the weekday AM, midday and PM and Saturday peak hours.[4] Overall, Site 70 (the Sendero Verde project) would generate the greatest number of new vehicle trips in all peak hours, accounting for approximately 22 to 27 percent of the total vehicle trips generated by the Proposed Actions in each period. The next highest number of trips would be generated by site 4 which would account for six to 16 percent of total trips, followed by site 11 which would account for seven to 13 percent. Under the RWCDS, there would be net decreases in vehicle trips during one or more peak hours at 10 sites, primarily due to reductions in local retail uses, but also due to reductions in auto repair space (site 1), hotel space (site 5), light industrial space (site 13), and medical office space (site 28) in the With-Action condition.

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

TABLE 3: RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Community Center	
Size/Units:	-10,884 gsf		192,339.5 gsf		4,143 DU		47,942 gsf		65,283 gsf		33,216 gsf		-10,592 gsf		51,369 gsf	
Peak Hour Trips:																
AM	-40		426		3,414		0		158		208		-28		92	
MD	-260		530		1,742		398		464		820		-24		208	
PM	-138		496		3,736		596		464		686		-30		116	
SAT	-158		136		3,232		824		666		1,084		-24		208	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	71	2	43	226	0	0	15	9	4	4	-16	-9	2	1
Taxi	0	0	5	0	1	16	0	0	9	6	3	3	-1	0	5	3
Subway/Railroad	-4	-4	201	12	352	1,888	0	0	27	19	4	6	0	0	7	4
Bus	1	1	67	2	61	343	0	0	11	6	4	6	0	0	3	2
Walk/Other	-18	-18	64	2	69	415	0	0	34	22	77	97	-1	-1	40	25
Total	-20	-20	408	18	526	2,888	0	0	96	62	92	116	-18	-10	57	35
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	2	2	64	64	5	5	38	32	15	16	-10	-10	5	4
Taxi	3	3	7	7	2	2	0	0	22	20	12	13	-1	-1	10	8
Subway/Railroad	-22	-22	17	17	587	587	33	33	66	56	20	23	0	0	14	11
Bus	-6	-6	16	16	95	95	8	8	31	26	20	23	0	0	6	5
Walk/Other	-101	-101	218	228	123	123	153	153	94	79	313	365	-1	-1	79	66
Total	-130	-130	260	270	871	871	199	199	251	213	380	440	-12	-12	114	94
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	16	74	202	94	10	4	33	37	13	14	-13	-13	1	3
Taxi	-1	-1	0	5	15	4	0	0	20	22	9	11	-1	-1	3	7
Subway/Railroad	-13	-13	36	205	1,656	802	67	32	58	65	16	19	0	0	4	10
Bus	-4	-4	13	68	292	144	17	8	27	30	16	19	0	0	2	4
Walk/Other	-49	-49	13	66	353	174	306	152	81	91	268	301	-1	-1	24	58
Total	-69	-69	78	418	2,518	1,218	400	196	219	245	322	364	-15	-15	34	82
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-5	0	0	133	121	31	31	62	52	20	23	-10	-10	4	4
Taxi	0	0	2	0	7	6	0	0	37	31	15	16	-1	-1	9	10
Subway/Railroad	-18	-18	3	2	1,114	1,006	86	86	58	49	25	29	0	0	12	13
Bus	-6	-6	3	2	206	181	39	39	73	59	25	29	0	0	5	5
Walk/Other	-50	-50	72	52	240	218	256	256	134	111	415	487	-1	-1	72	74
Total	-79	-79	80	56	1,700	1,532	412	412	364	302	500	584	-12	-12	102	106
Vehicle Trips :																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	61	2	41	199	0	0	9	5	4	4	-12	-7	1	1
Taxi	0	0	4	0	1	14	0	0	5	4	3	3	-1	0	4	2
Taxi (Balanced)	0	0	4	4	15	15	0	0	9	9	6	6	-1	-1	5	5
Truck	0	0	2	2	0	0	0	0	0	0	0	0	-1	-1	0	0
Total	1	1	67	8	56	214	0	0	18	14	10	10	-14	-9	6	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	2	2	46	46	0	0	21	17	8	10	-8	-8	4	3
Taxi	3	3	5	5	2	2	0	0	12	11	8	9	-1	-1	7	6
Taxi (Balanced)	6	6	10	10	4	4	0	0	21	21	16	16	-2	-2	11	11
Truck	0	0	2	2	0	0	5	5	1	1	0	0	0	0	0	0
Total	5	5	14	14	50	50	5	5	43	39	24	26	-10	-10	15	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-4	-4	16	64	180	87	2	0	18	21	7	7	-10	-10	1	2
Taxi	-1	-1	0	4	13	3	0	0	11	12	6	7	-1	-1	2	5
Taxi (Balanced)	-2	-2	4	4	16	16	0	0	21	21	13	13	-2	-2	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-6	-6	20	68	196	103	2	0	39	42	20	20	-12	-12	8	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-3	-3	0	0	82	74	13	13	23	20	13	14	-8	-8	3	3
Taxi	0	0	2	0	6	5	0	0	13	10	11	12	-1	-1	6	7
Taxi (Balanced)	0	0	2	2	11	11	0	0	20	20	20	20	-2	-2	12	12
Truck	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
Total	-3	-3	2	2	93	85	18	18	43	40	33	34	-10	-10	15	15

Notes:

Assumes a 40% linked-trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.

Assumes a 25% taxi overlap credit.

TABLE 3: RWCDS Travel Demand Forecast (continued)

Land Use:	Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Total	
Size/Units:	-23,475 gsf		129,845 gsf		129,845 gsf		49,128 gsf		-82 rooms		100 gsf		600 gsf			
Peak Hour Trips:																
AM	-48		320		276		96		-62		80		594		5,486	
MD	-44		230		402		80		-108		0		0		4,438	
PM	-48		320		228		104		-102		80		594		7,102	
SAT	-10		108		180		12		-70		0		0		6,188	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-7	0	57	0	61	8	15	2	-8	-11	14	0	30	0	282	233
Taxi	0	0	4	0	60	8	1	0	-3	-4	1	0	12	0	97	32
Subway/Railroad	-23	-3	150	0	73	9	40	6	-5	-7	39	0	237	0	1,098	1,930
Bus	-7	0	55	0	28	2	14	2	-1	-2	13	0	149	0	398	362
Walk/Other	-8	0	54	0	25	2	14	2	-8	-13	13	0	166	0	521	533
Total	-45	-3	320	0	247	29	84	12	-25	-37	80	0	594	0	2,396	3,090
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	52	52	1	1	-23	-10	0	0	0	0	146	153
Taxi	0	0	2	2	50	50	1	1	-9	-4	0	0	0	0	99	101
Subway/Railroad	-1	-1	7	7	59	59	2	2	-14	-6	0	0	0	0	768	766
Bus	-1	-1	7	7	22	22	2	2	-4	-2	0	0	0	0	196	195
Walk/Other	-20	-20	99	97	18	18	34	34	-24	-12	0	0	0	0	985	1,029
Total	-22	-22	116	114	201	201	40	40	-74	-34	0	0	0	0	2,194	2,244
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	-8	0	57	19	38	2	16	-19	-13	0	14	0	30	262	345
Taxi	0	0	0	4	17	38	0	1	-7	-5	0	1	0	12	55	98
Subway/Railroad	-2	-23	0	150	22	44	6	45	-11	-8	0	39	0	237	1,839	1,604
Bus	0	-7	0	55	9	17	2	15	-3	-2	0	13	0	149	371	509
Walk/Other	0	-8	0	54	8	16	2	15	-20	-14	0	13	0	166	985	1,034
Total	-2	-46	0	320	75	153	12	92	-60	-42	0	80	0	594	3,512	3,590
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	24	24	0	0	-12	-9	0	0	0	0	247	231
Taxi	0	0	0	0	21	21	0	0	-5	-4	0	0	0	0	85	79
Subway/Railroad	0	0	2	2	27	27	0	0	-7	-6	0	0	0	0	1,302	1,190
Bus	0	0	2	2	9	9	0	0	-2	-2	0	0	0	0	354	318
Walk/Other	-5	-5	50	50	9	9	6	6	-13	-10	0	0	0	0	1,185	1,197
Total	-5	-5	54	54	90	90	6	6	-39	-31	0	0	0	0	3,173	3,015
Vehicle Trips :																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-7	0	49	0	37	7	13	2	-5	-7	12	0	23	23	227	230
Taxi	0	0	4	0	51	8	1	0	-2	-3	1	0	9	0	80	28
Taxi (Balanced)	0	0	4	4	51	51	1	1	-5	-5	1	1	9	9	99	99
Truck	0	0	1	1	0	0	2	2	0	0	0	0	1	1	5	5
Total	-7	0	54	5	88	58	16	5	-10	-12	13	1	33	33	331	334
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	1	1	30	30	1	1	-14	-6	0	0	0	0	90	95
Taxi	0	0	2	2	41	41	1	1	-6	-3	0	0	0	0	74	76
Taxi (Balanced)	0	0	4	4	72	72	2	2	-8	-8	0	0	0	0	136	136
Truck	0	0	1	1	0	0	1	1	0	0	0	0	1	1	11	11
Total	0	0	6	6	102	102	4	4	-22	-14	0	0	1	1	237	242
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	-7	0	49	12	23	2	13	-12	-8	0	12	23	23	235	272
Taxi	0	0	0	4	16	33	0	1	-5	-4	0	1	0	9	41	73
Taxi (Balanced)	0	0	4	4	47	47	1	1	-8	-8	1	1	9	9	111	111
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	-7	4	53	59	70	3	14	-20	-16	1	13	32	32	346	383
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	15	15	0	0	-8	-6	0	0	0	0	130	122
Taxi	0	0	0	0	19	19	0	0	-4	-3	0	0	0	0	52	49
Taxi (Balanced)	0	0	0	0	35	35	0	0	-6	-6	0	0	0	0	92	92
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	0	0	0	0	50	50	0	0	-14	-12	0	0	0	0	227	219

Notes:

Assumes a 40% linked-trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.

Assumes a 25% taxi overlap credit.

TABLE 4: RWCDS[5] Net Incremental Vehicle Trips by Projected Development Site

	AM	MD	PM	SAT		AM	MD	PM	SAT
Site 1	18	-4	15	-18	**Site 37**	0	0	0	0
Site 2	14	10	15	10	**Site 38**	1	0	2	2
Site 3	4	2	2	4	**Site 39**	0	0	0	0
Site 4	38	58	67	73	**Site 40**	1	0	0	0
Site 5	-3	-7	0	13	**Site 41**	12	12	10	2
Site 6	36	32	38	29	**Site 42**	0	0	0	0
Site 7	34	26	34	28	**Site 43**	1	0	1	2
Site 8	20	12	23	4	**Site 44**	0	0	0	0
Site 9	5	16	12	8	**Site 45**	0	0	0	0
Site 10	19	6	23	4	**Site 46**	1	-2	-1	0
Site 11	53	62	48	37	**Site 47**	0	0	0	0
Site 12	8	-6	7	-3	**Site 48**	0	0	0	0
Site 13	10	-6	5	-2	**Site 49**	9	9	17	12
Site 14	4	2	5	2	**Site 50**	0	0	0	0
Site 15	4	4	6	6	**Site 51**	1	0	1	0
Site 16	4	2	5	3	**Site 52**	0	0	0	0
Site 17	38	35	40	26	**Site 53**	0	0	-2	0
Site 18	7	2	8	0	**Site 54**	1	0	1	0
Site 19	7	2	9	3	**Site 55**	0	0	-2	0
Site 20	15	23	24	26	**Site 56**	4	2	3	2
Site 21	28	34	27	18	**Site 57**	1	0	1	2
Site 22	8	2	10	4	**Site 58**	0	-2	0	0
Site 23	5	2	7	2	**Site 59**	0	0	-1	4
Site 24	14	4	12	2	**Site 60**	0	0	0	0
Site 25	1	0	2	2	**Site 61**	0	0	0	0
Site 26	2	2	2	4	**Site 62**	1	0	1	0
Site 27	0	0	0	0	**Site 63**	3	0	4	2
Site 28	-3	-12	-7	-4	**Site 64**	1	0	0	0
Site 29	16	18	18	17	**Site 65**	0	0	0	0
Site 30	15	16	17	8	**Site 66**	0	0	1	0
Site 31	1	0	1	0	**Site 67**	1	0	1	0
Site 32	2	0	1	0	**Site 68**	4	2	4	2
Site 33	7	2	8	2	**Site 69**	11	10	14	10
Site 35	0	0	1	0	**Site 70**	181	109	189	98
Site 36	0	0	0	0	**Total**	**665**	**479**	**729**	**446**

[5] The Sendero Verde project (Site 70) is included as a worst-case condition for preliminary transportation planning purposes. Site 34 is not included as it was re-categorized as a potential development site.

ANALYSIS PERIODS

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 vehicle trip ends in a peak hour. As shown in **Table 4**, the Proposed Actions are expected to result in more than 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (which are typical peak periods for retail demand). All of these periods are therefore included in the quantified analysis of traffic conditions. Based on existing traffic volumes in the study area as reflected in automatic traffic recorder (ATR) count data, the weekday 7:30-8:30 a.m., 1:30-2:30 p.m. (midday) and 4:30-5:30 p.m. peak hours have been selected for analysis along with the Saturday 4:00-5:00 p.m. peak hour.

Transit (subway and bus) analyses typically examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is generally greatest. Based on count data at area subway stations, the peak hours selected for the analysis of subway station conditions are 7:30-8:30 a.m. and 5-6 p.m. Based on maximum load point ridership data provided by New York City Transit, the peak hours selected for analysis of local bus conditions are 8-9 a.m. and 5-6 p.m.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. As shown in **Table 3**, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday peak hours for retail demand. Based on pedestrian count data collected for the Proposed Actions, the peak hours selected for the analysis of pedestrian conditions are the weekday 7:30-8:30 a.m., 2-3 p.m. (midday) and 5:15-6:15 p.m. peak hours along with the Saturday 3-4 p.m. peak hour.

TRAFFIC STUDY AREA

Project Area Street Network

As shown in **Figure 1**, the street network in proximity to the Project Area is comprised of the typical Manhattan grid system of north-south avenues and east-west cross-streets. The primary north-south corridors serving the Project Area include First, Second, Third, Lexington, Park, Madison and Fifth avenues along with Malcolm X Boulevard. Major cross-streets include East 125th, East 116th and East 106th Street. One limited access roadway—the FDR/Harlem River Drive—also provides non-commercial vehicles with access between East Harlem and other areas of Manhattan to the north and south.

In proximity to the Project Area, **First Avenue** operates one-way northbound, typically with three moving lanes for general traffic plus a dedicated bus-only lane for NYCT M15 and M15 Select Bus Service (SBS) buses. On-street parking is typically accommodated between this bus lane and the east curb except at

locations where the sidewalk has been extended into the parking lane to accommodate a bus stop. A bicycle lane is located along the west curb and is separated from the vehicle travel lanes by a striped median and/or parking. First Avenue is a designated local truck route and at its northern end it provides direct access to the Willis Avenue Bridge to the Bronx. **Second Avenue**, which functions as a southbound couplet to First Avenue, similarly operates with three moving lanes for general traffic flanked by a dedicated bus lane for M15 and M15 SBS buses and curbside parking along the west curb, and a striped bicycle lane and parking along the east curb. The bus lane along Second Avenue is in effect from 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m., Monday through Friday, and the corridor is a designated local truck route. Second Avenue begins at East 128th Street, and there is direct access to it from both the southbound Harlem River Drive and the RFK Bridge. Two northbound contra-flow lanes on Second Avenue between East 126th and East 127th streets provide access from the RFK Bridge to the northbound Harlem River Drive, and an additional southbound local lane, separated from the Second Avenue mainline by a median, extends from East 124th Street to East 120th Street.

Third Avenue operates with five northbound travel lanes plus parking along both curbs. It is a designated local truck route south of East 125th Street, and in proximity to the Project Area is traversed by NYCT's M98, M101, M102 and M103 local bus routes. Third Avenue terminates at East 128th Street. **Lexington Avenue**, which functions as a southbound couplet to northbound Third Avenue, is relatively narrow and operates with two moving lanes plus parking along both curbs in proximity to the Project Area. Like Third Avenue, it is traversed by NYCT's M98, M101, M102 and M103 local bus routes and is a designated local truck route south of East 125th Street. Lexington Avenue originates at East 131st Street, and it can be directly accessed from the Third Avenue Bridge.

Park Avenue is a two-way corridor that extends south from East 135th Street in the southbound direction, and terminates at East 132nd Street in the northbound direction at an on-ramp to the southbound Harlem River Drive. In proximity to the Project Area, a viaduct used by Metro-North Railroad trains separates the northbound and southbound roadways which each operate with a single moving lane plus a parking lane. To the west of Park Avenue is the northbound Madison Avenue/southbound Fifth Avenue couplet. **Madison Avenue** operates with three northbound moving lanes plus parking along each curb. It terminates at East 138th Street where it provides access to the Madison Avenue Bridge to/from the Bronx. **Fifth Avenue** originates at West 143rd Street where there also is an off-ramp from the southbound Harlem River Drive. It is discontinuous between 124th and 120th Streets due to Marcus Garvey Park. To the north of the park it typically operates with two southbound moving lanes plus parking along each curb, while to the south of the park it typically operates with three southbound moving lanes plus parking along each curb. At 110th Street, Fifth Avenue passes through Duke Ellington Circle at the northeast corner of Central Park. To the south of the circle it again operates with two moving lanes plus parking along each curb, except between the hours of 7 a.m. and 10 a.m., Monday through Friday, when the west curb lane functions as a dedicated bus lane. Both Madison Avenue and Fifth Avenue function as major bus corridors. NYC Transit M1 local buses traverse both corridors north of East 110th Street, while to the south M1 buses are joined by M2, M3, M4 and M106 local buses. A number of

express bus routes also traverse Madison and Fifth avenues in proximity to the Project Area. Both Madison Avenue and Fifth Avenue are designated as local truck routes north of East 125th Street.

To the east of the Project Area is **Malcolm X Boulevard** (also known as **Lenox Avenue**) which extends northward from Central Park North (West 110th Street). This north-south roadway typically operates with two moving lanes plus a curbside parking lane in each direction. The northbound and southbound lanes are separated by a planted median, and left-turn bays are provided at many intersections. North of West 116th Street, Malcolm X Boulevard is used by NYCT M7 and M102 local buses.

As noted above, major east-west crosstown corridors include 125th Street, 116th Street and 106th Street. **East 125th Street** is the primary crosstown corridor in proximity to the Project Area. It typically operates with one moving lane, an exclusive bus lane and a curbside parking lane in each direction. At its eastern end, East 125th Street provides access to the RFK and Willis Avenue bridges along with the northbound and southbound FDR Drive/Harlem River Drive. It is a major bus corridor that is used by M60 SBS buses, M100 and M101 buses, and Bx15 buses to and from the Bronx. East 125th Street is also a designated local truck route.

The next major crosstown corridor to the south is **East 116th Street** which typically operates with two moving lanes plus curbside parking in each direction. At its eastern end, East 116th Street terminates at on and off-ramps to the southbound FDR drive. **East 106th Street**, which extends from Fifth Avenue to the FDR Drive, typically operates with one moving lane, a bike lane and a parking lane in each direction. The eastbound and westbound lanes are separated by a striped median, and left-turn bays are provided at many locations. The corridor is traversed by M106 buses.

Most other east-west cross-streets in proximity to the Project Area typically operate with one to two moving lanes plus parking along each curb. At many locations there are discontinuities in the east-west street system due to the presence of superblock developments or parks (e.g., Marcus Garvey Park and Central Park).

To the east of the Project Area is the **FDR Drive**, a limited-access parkway restricted to non-commercial vehicles that runs along the west bank of the East River to South Ferry in Lower Manhattan. 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.

Traffic Assignment and Analysis Locations

The assignments of auto and taxi trips to the street network in proximity to the Project Area are based on the locations of each projected development site and the anticipated origins and destinations of vehicle trips associated with the different land uses projected for each site under the RWCDS (e.g., commercial, residential, etc.). The origins/destinations of residential and hotel trips used for the assignments are based upon 2006-2010 ACS journey-to-work data, while the origins/destinations of

office, medical office (staff), high school (staff), light industrial and research laboratory uses are based on 2006-2010 ACS reverse journey-to-work data. The assignment of destination retail trips are based on population density within three miles of the Project Area. Origins/destinations for uses that generate mostly local trips, including local retail, supermarket, restaurant, auto-related, medical office (patient), high school (student), and community center uses, are based on population density in proximity to the Project Area and surrounding neighborhoods within a 0.5-mile radius. **Tables 5 and 6** show the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, 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. Although some project-generated auto demand is expected to park at off-street public parking facilities in the area, 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.

Truck trips were assigned to designated local truck routes and then to the most direct paths to and from each projected development site. The majority of truck trips were assigned to the local truck routes along First, Second, Third and Lexington avenues and 116th and 125th streets. Many of these trips were assumed to enter and depart the area via the Willis, Third Avenue and RFK bridges which are also designated local truck routes.

As discussed above, projected development associated with the Proposed Actions (including the Sendero Verde project) would result in a net incremental increase of 665 vehicle trips during the weekday AM peak hour, 479 during the midday peak hour, 729 during the PM peak hour and 446 during the Saturday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes was prepared for each period to help identify individual intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). In consultation with the Department of City Planning (DCP), representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were then selected for detailed analysis based on the preliminary assignments. Existing bottleneck locations and prevailing travel patterns in the study area were also taken into consideration**. Figure 2** shows the locations of the 50 intersections (49 signalized and one unsignalized) that were selected for detailed analysis. All are located between East 106th Street and East 128th Street. The majority of analyzed intersections are located along the couplet of northbound Third Avenue and southbound Second Avenue (16 intersections and 11 intersections, respectively). Other north-south corridors with analyzed intersections include First Avenue (two intersections), Lexington Avenue (five intersections), Park Avenue (four intersections northbound and five intersections southbound) and Madison Avenue (six intersections). There is also one analyzed intersection along the southbound FDR Drive Service Road (at East 106th Street).

TABLE 5: Directional Distributions of Auto/Taxi Trips for Non-Local Commercial and Residential Uses

Land Use	Manhattan	Bronx	Brooklyn	Queens	Staten Island	Long Island	New Jersey	Upstate/ Connecticut	Other Out-of-State
Office/Light Industrial/Research Lab[1]	11.8%	15.0%	8.4%	16.1%	2.0%	8.9%	19.2%	17.4%	1.2%
Residential/Hotel	62.1%	11.4%	5.8%	8.3%	0%	1.3%	5.3%	5.8%	0%
Destination Retail	64.0%	23.7%	0%	12.3%	0%	0%	0%	0%	0%

Notes:
[1] Includes office, medical office (staff), high school (staff), wholesale/warehousing, storage, manufacturing and research laboratory uses.

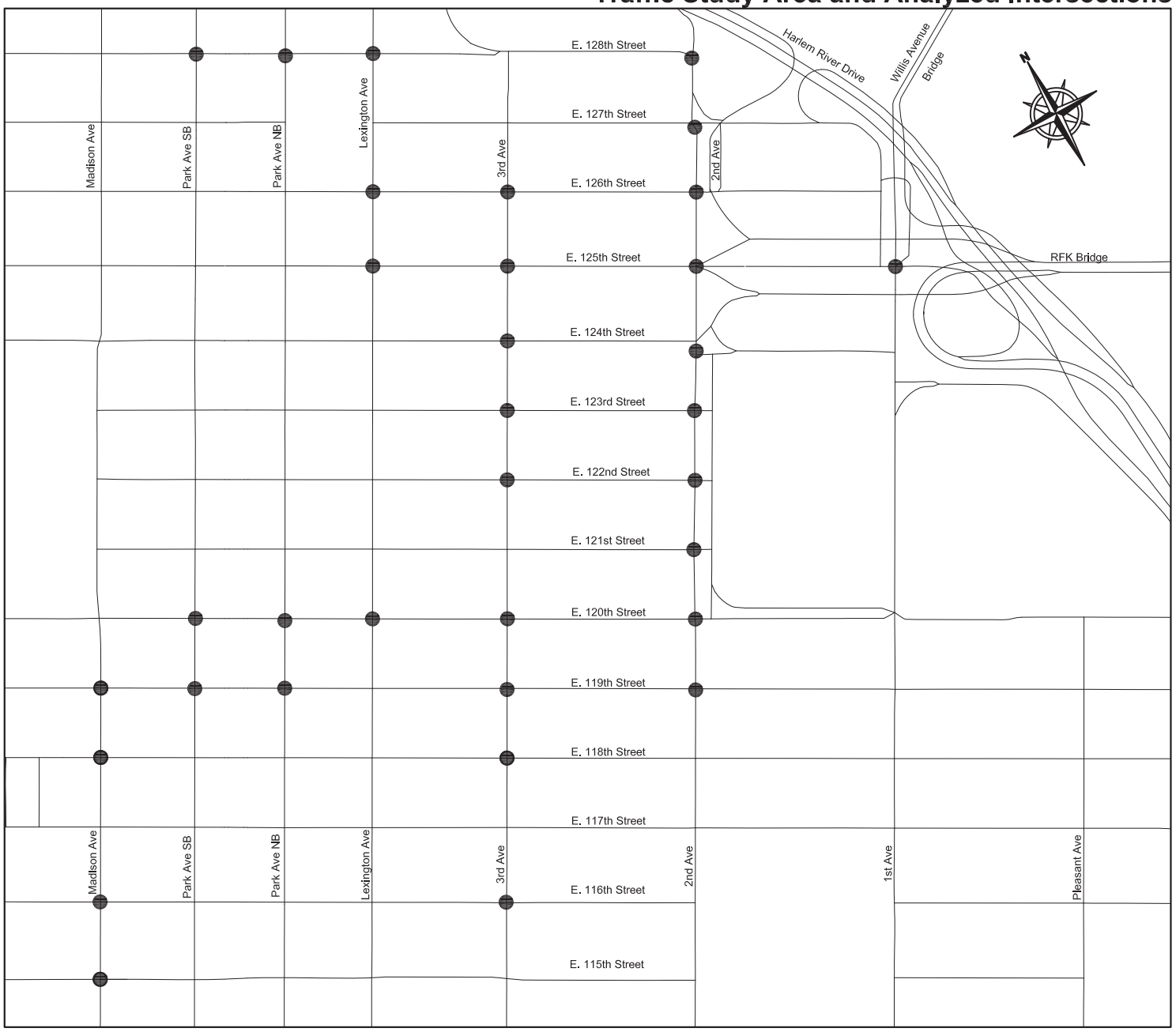
TABLE 6: Directional Distributions of Auto/Taxi Trips for Local Retail/Community Uses

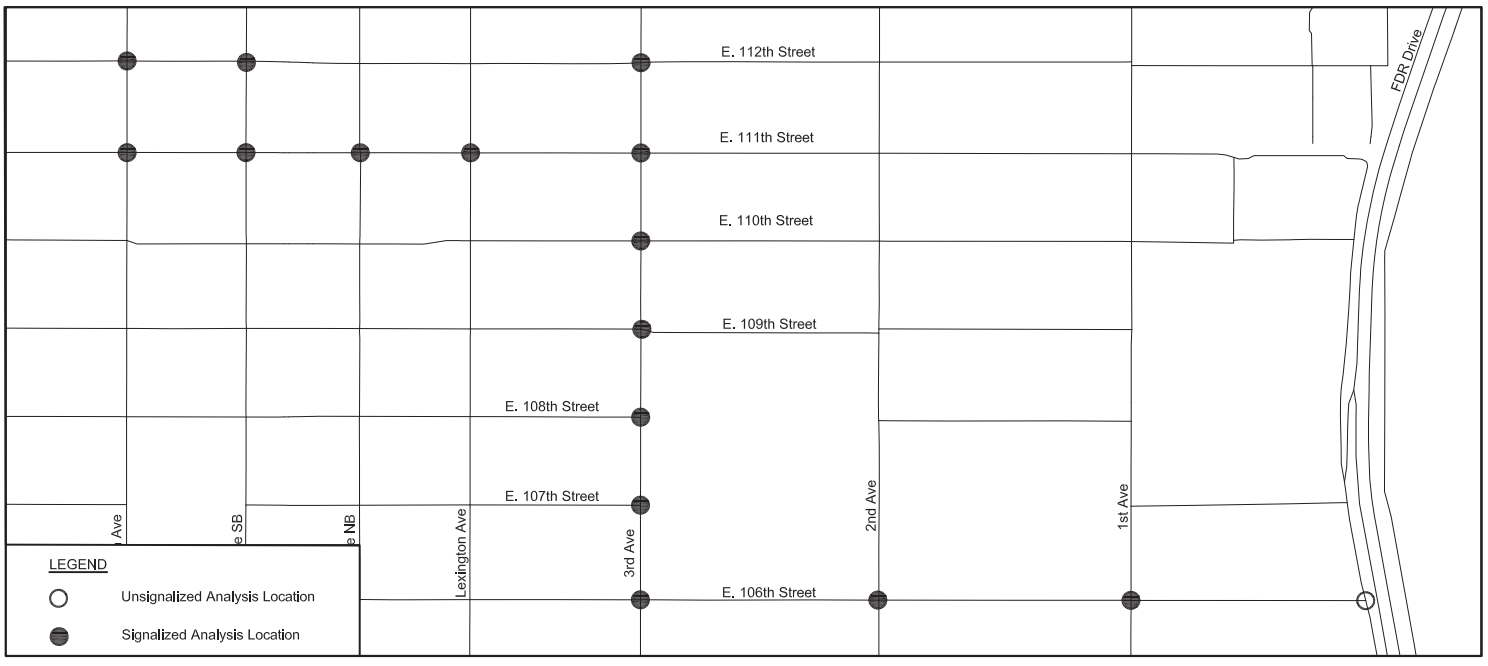
	Manhattan			
Land Use	North	South	East	West
Local Retail/Community Uses[1]	13%	31%	20%	36%

Notes:
[1] Includes local retail, supermarket, restaurant, auto-related, high school (student), medical office (patient) and community center uses.

Figure 2

Traffic Study Area and Analyzed Intersections





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

TRANSIT

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

Subway Analysis

Subway Stations

There are currently a total of eight NYCT subway stations located in proximity to projected development sites. As shown in **Figure 7**, No. 6 trains operating on the Lexington Avenue Line serve four below-grade stations at 103rd Street, 110th Street, 116th Street and 125th Street. The 125th Street station is also served by Nos. 4 and 5 Lexington Avenue Line express trains. To the west of the Project Area, Nos. 2 and 3 trains operating on the Lenox Avenue Line serve four stations located beneath Malcolm X Boulevard (Lenox Avenue) at Central Park North (110th Street), 116th Street, 125th Street and 135th Street.

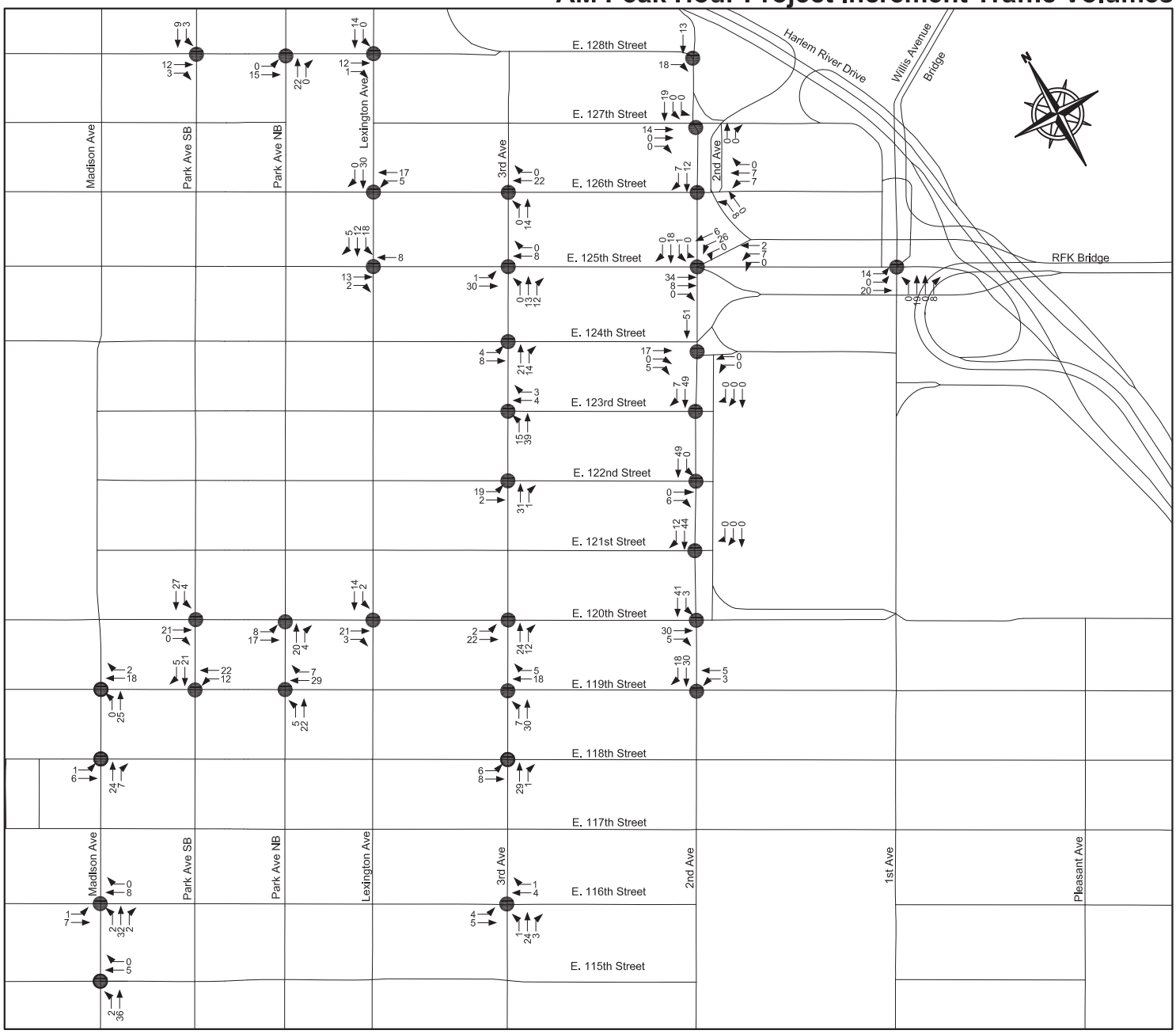
Subway Assignment and Analyzed Stations

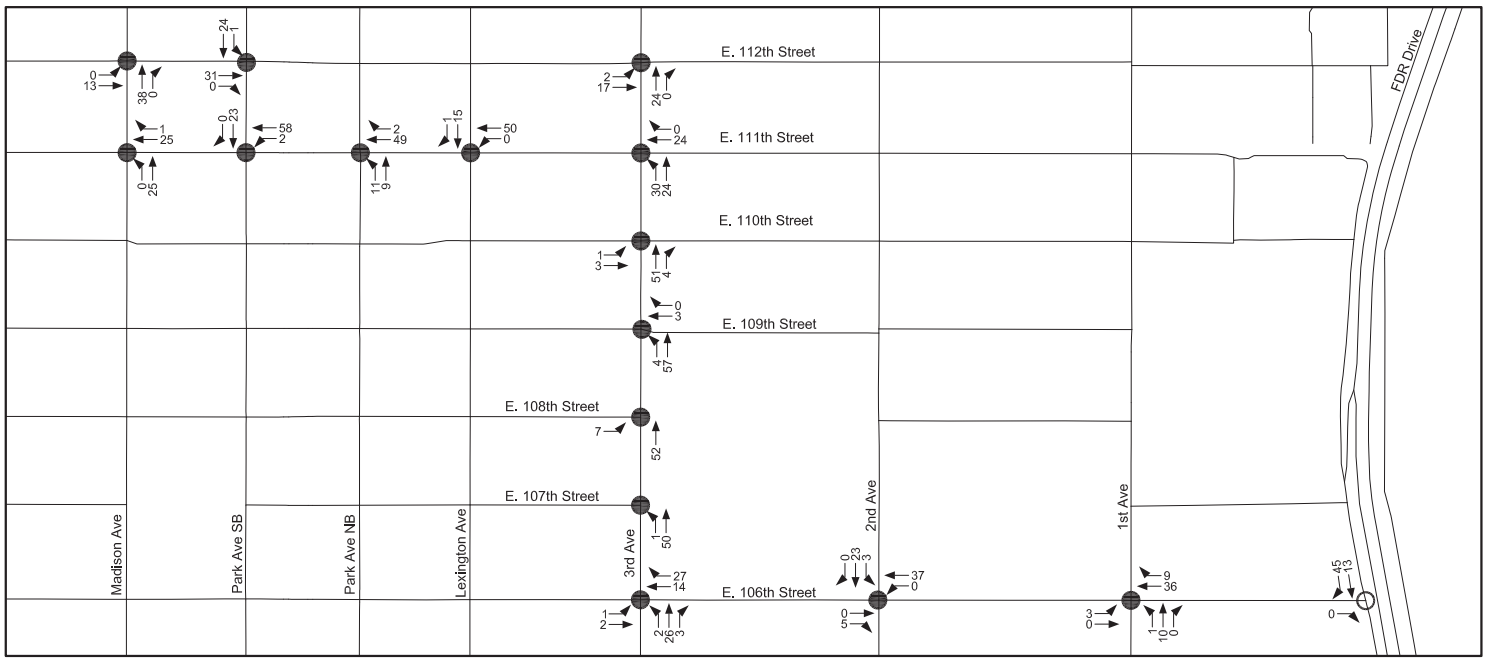
As shown in **Table 3**, under the RWCDS with the Sendero Verde project, the Proposed Actions would generate a net increment of approximately 3,028 and 3,443 subway trips (in + out combined) during the weekday AM and PM commuter peak hours, respectively. Based on the travel demand forecast, the proximity of projected development sites to individual subway stations, the subway routes serving each station, and census journey-to-work data, it is anticipated that action-generated subway demand would be most concentrated at the four stations on the Lexington Avenue Line. Although the four stations on the Lenox Avenue Line are all located more than ¼-mile from the nearest projected development site, some action-generated demand is also expected to utilize these stations.

Table 7 shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the eight existing subway stations in proximity to the Project Area. As shown in **Table 7**, the highest number of peak hour subway trips are expected to occur at the 125th Street station on the Lexington Avenue Line which would experience an estimated 933 incremental trips (in + out combined) in the AM peak hour and 1,104 in the PM peak hour. The second highest number of trips would occur at the 110th Street Lexington Avenue Line station which would experience an estimated 903 incremental trips in the AM peak hour and 965 in the PM. By contrast, all four Lenox Avenue Line stations are expected to experience fewer than 100 new trips in both the AM and PM peak hours.

East Harlem Rezoning **Figure 3**

AM Peak Hour Project Increment Traffic Volumes

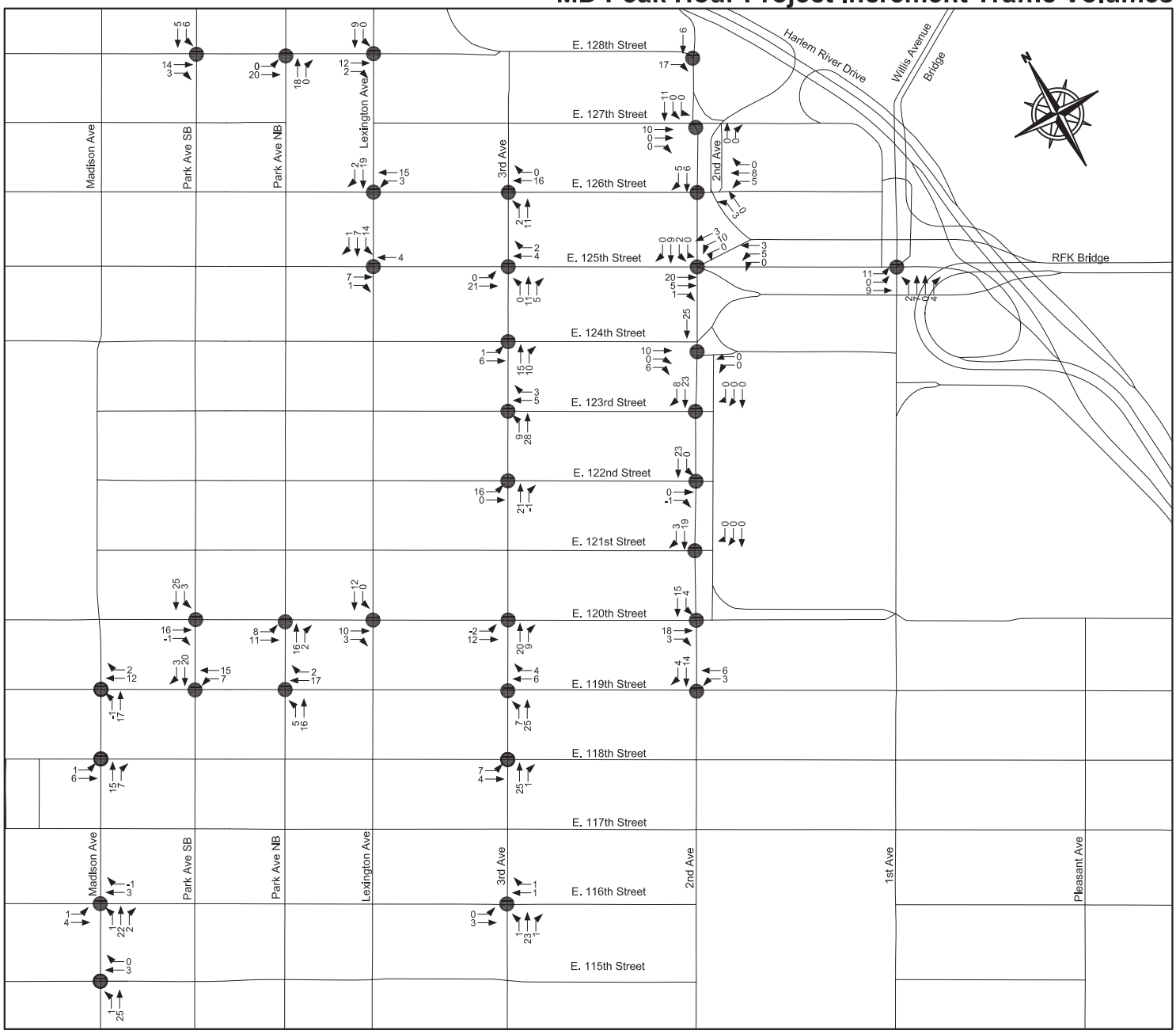


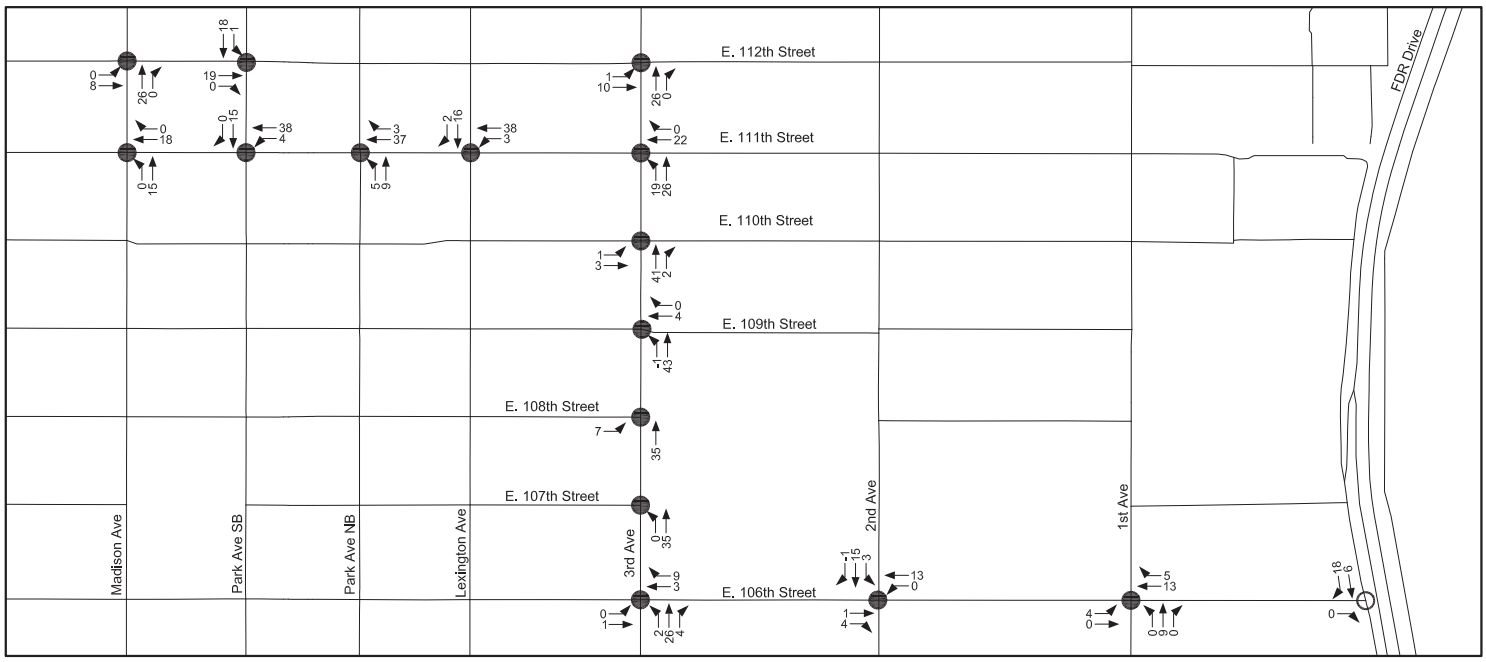


East Harlem Rezoning

Figure 4

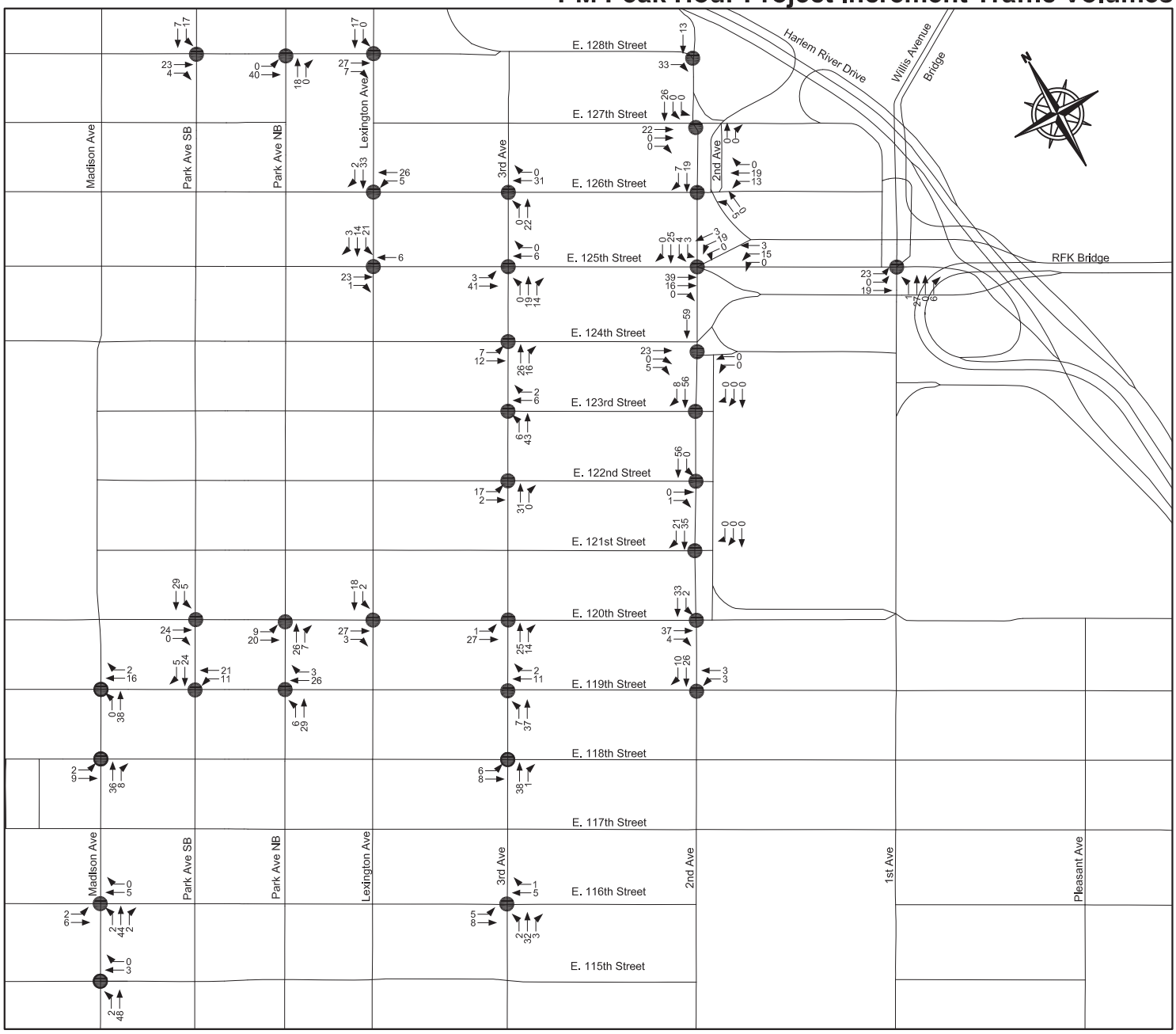
MD Peak Hour Project Increment Traffic Volumes

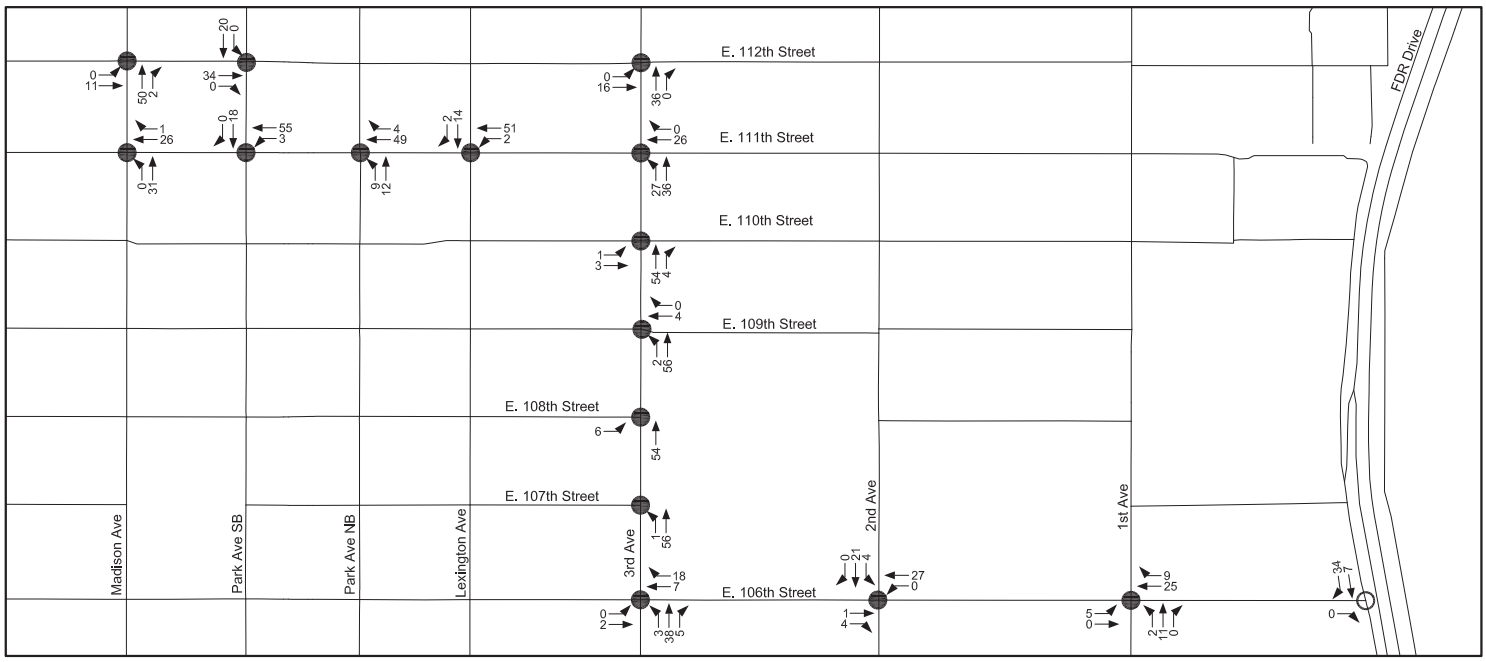




East Harlem Rezoning **Figure 5**

PM Peak Hour Project Increment Traffic Volumes

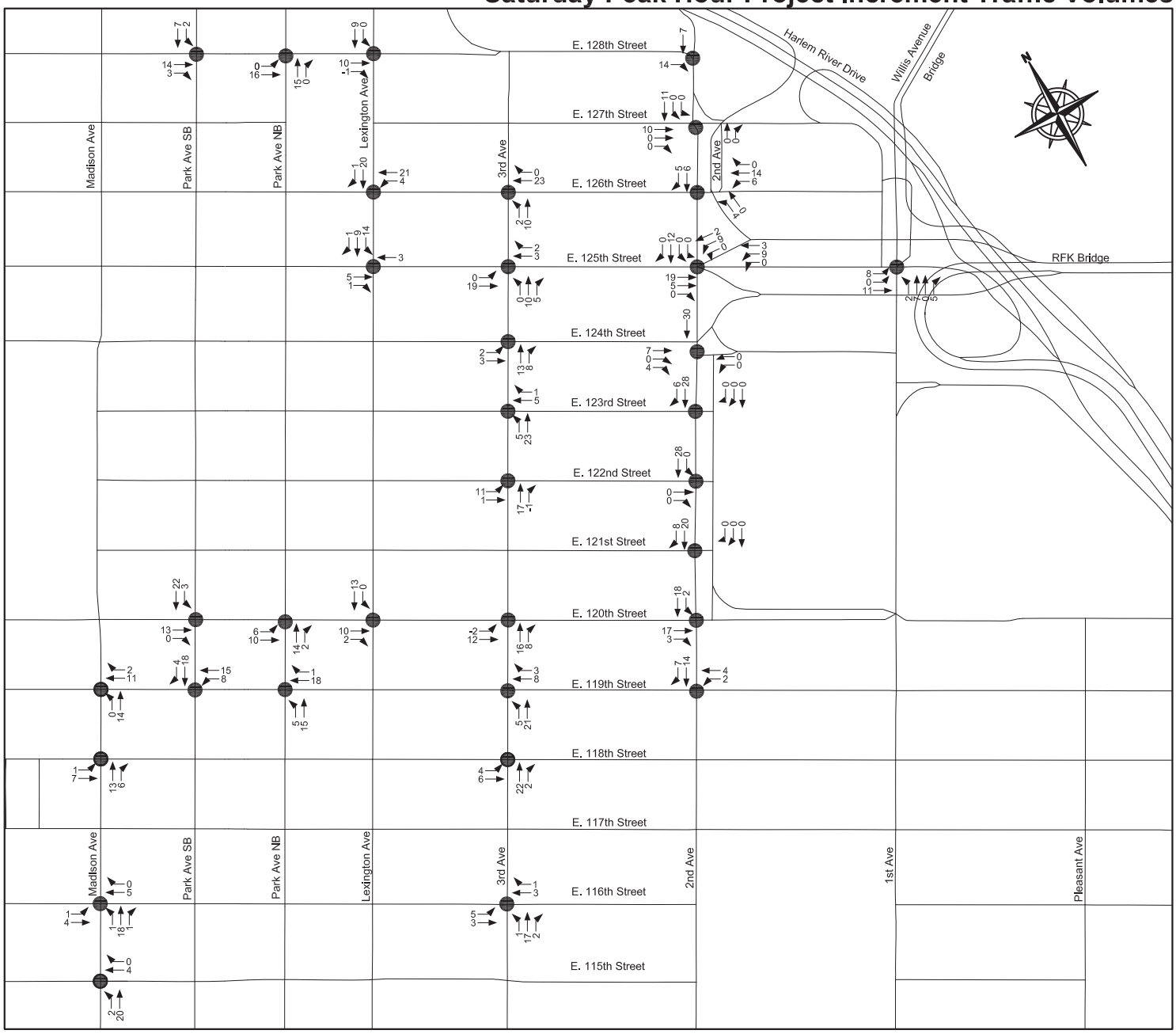


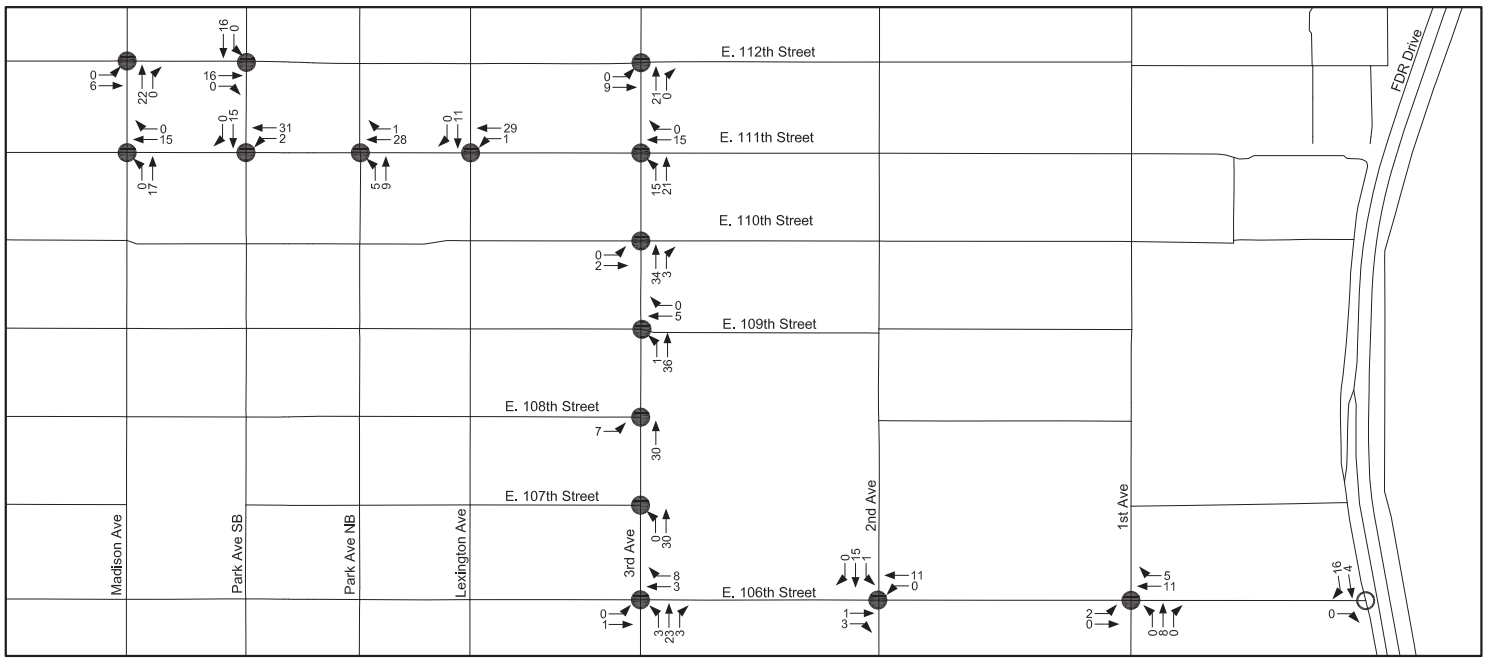


East Harlem Rezoning

Figure 6

Saturday Peak Hour Project Increment Traffic Volumes





EAST HARLEM REZONING

Figure 7

Project Area Subway and Commuter Rail Stations



TABLE 7: RWCDS 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 Increment Person Trips:	2,396	3,090	5,486	3,512	3,590	7,102
Peak Hour Project Increment Subway Trips:	1,098	1,930	3,028	1,839	1,604	3,443
Subway Station Summary						
103rd Street (6)	87	174	261	172	138	310
110th Street (6)	428	475	903	428	537	965
116th Street (6)	162	550	712	512	293	805
125th Street (4, 5, 6)	328	605	933	602	502	1,104
Central Park North (110th Street) (2, 3)	46	36	82	32	55	87
116th Street (2, 3)	14	43	57	41	27	68
125th Street (2, 3)	31	45	76	50	49	99
135th Street (2, 3)	2	2	4	2	3	5
Total	1,098	1,930	3,028	1,839	1,604	3,443

The analysis of subway station conditions focuses on the four subway stations at which incremental demand from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours. As shown in **Table 7**, these are the four Lexington Avenue Line stations at 103rd Street, 110th Street, 116th Street and 125th Street. For each of these stations, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

In addition to the existing subway stations discussed above, it should be noted that in the foreseeable future three new stations are expected to open in proximity to the Project Area under Phase II of the Second Avenue Subway. These stations, to be served by Q trains, will be located beneath Second Avenue at 106th Street and 116th Street, and beneath 125th Street at Lexington and Park avenues where there will be connections to Lexington Avenue Line 4, 5 and 6 trains and to the Harlem-125th Street Metro-North station. Upon the opening of these new subway stations, demand at existing stations located in proximity to the Project Area is expected to decrease as both No-Action demand and trips generated by the Proposed Actions would be diverted to the Second Avenue Line which will provide an alternate route to Midtown and Lower Manhattan. Conditions at existing Lexington Avenue Line stations are therefore expected to improve with the new subway service. To be conservative, the EIS will assess 2027 conditions at area subway stations without Phase II of the Second Avenue Subway in operation. Data from the 2004 *Second Avenue Subway FEIS* will be used to qualitatively assess future conditions with completion of Phase II of the Second Avenue Subway.

Subway Line Haul

As discussed above, the Project Area is currently served by a total of five NYCT subway routes—the Nos. 4, 5 and 6 trains operating along the Lexington Avenue Line and the Nos. 2 and 3 train operating along the Lenox Avenue Line. As the Proposed Actions are expected to generate 200 or more new peak hour subway trips in one direction, an analysis of subway line haul conditions will be included in the EIS. The analysis will utilize 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 maximum load points of each analyzed subway route during the weekday AM and PM peak hours. Outputs from MTA's Regional Transit Forecasting Model (RTFM) provided by NYCT will also be used to develop the estimates of peak hour demand under future conditions.

Bus Analysis

Bus Routes

The Project Area is served by a total of 13 local bus routes, six Limited (LTD) bus routes and two Select Bus Service (SBS) routes operated by the MTA. Limited bus routes provide limited-stop service along all or a portion of the route. Some Limited services only operate in the peak direction and/or during peak periods. Select Bus Service routes are designed to provide faster service through dedicated bus lanes, greater spacing between stops, and a fare collection system where customers pay prior to boarding and may enter through all doors on the bus. SBS buses also have a unique livery to distinguish them from other bus services. The bus routes operating in proximity to the Project Area are shown in **Figure 8** and described in **Table 8**.

Bus Assignment and Analyzed Routes

As shown in **Table 3**, projected development sites (including the Sendero Verde project) are expected to generate a net total of approximately 760 and 880 incremental bus trips during the weekday AM and PM peak hours, respectively. These trips were assigned to each bus route based on proximity to individual projected development sites and current ridership patterns. **Table 8** shows the anticipated numbers of new riders expected on each route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 8**, with project-generated demand distributed among a total of 21 bus routes, only two routes are expected to experience 50 or more new trips in one direction in at least one peak hour. These two routes—the M15 SBS and the M101 (LTD)—will therefore be analyzed in the EIS. Data from the 2004 *Second Avenue Subway FEIS* will be used to qualitatively assess future bus conditions with completion of Phase II of the Second Avenue Subway.


HARLEM RIVER
HARLEM RIVER DRIVE
3 AVENUE BRIDGE
WILLIS AVENUE BRIDGE
BRUCKNER BOULEVARD
EAST 134 STREET
EAST 132 STREET
WEST 132 STREET
EAST 131 STREET
EAST 130 STREET
WEST 130 STREET
EAST 129 STREET
WEST 129 STREET
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WEST 117 STREET
WEST 116 STREET
EAST 116 STREET
EAST 115 STREET
EAST 114 STREET
PEDESTRIAN PATH
EAST 113 STREET
EAST 112 STREET
WEST 111 STREET
EAST 111 STREET
EAST 110 STREET
EAST 109 STREET
EAST 108 STREET
EAST 107 STREET
EAST 105 STREET
EAST 104 STREET
EAST 103 STREET
CENTRAL PARK NORTH
ALLEY
LENOX AVENUE
5 AVENUE
MADISON AVENUE
PARK AVENUE
LEXINGTON AVE
3 AVENUE
2 AVENUE
1 AVENUE
PLEASANT AVENUE
UNNAMED STREET
F D R DRIVE
70*
Projected Development Site
*Included in Sendero Verde Alternative
0
500
1,000
Feet

TABLE 8

RWCDS Net Incremental Peak Hour Bus Trips by Route

Route	Description	Direction	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
M1	Daily service btwn the E. Village and Harlem via 5th Av & Madison Av.	NB	9	0	9	6	0	6
		SB	0	10	10	0	22	22
M1 (LTD)	(See M1 above.) Operates weekdays SB in AM peak period and NB in PM.	NB	0	0	0	14	0	14
		SB	0	9	9	0	16	16
M2	24-Hr service btwn the E. Village and Washington Hts. via 5th Av & Madison Av.	NB	2	0	2	0	0	0
		SB	15	4	19	4	15	19
M2 (LTD)	(See M2 above.) Operates during daytime hours with limited stops south of 110th St.	NB	6	2	8	3	12	15
		SB	20	6	26	5	19	24
M3	Daily service btwn the E. Village and Washington Hts. via 5th Av & Madison Av and 110th St.	NB	6	2	8	3	13	16
		SB	11	3	14	3	10	13
M4	Daily service btwn Penn Station and Washington Hts. via 5th Av & Madison Av and 110th St.	NB	9	3	12	2	8	10
		SB	12	4	17	4	13	17
M4 (LTD)	(See M4 above.) Limited stops south of 157th St weekdays SB in AM peak period and NB in PM.	NB	8	2	10	2	8	10
		SB	11	3	14	0	0	0
M15	24-Hour service btwn S. Ferry and E. Harlem via 1st Av & 2nd Av.	NB	9	0	9	18	0	18
		SB	0	18	18	0	15	15
M15 SBS	Daily service btwn S. Ferry and E. Harlem via 1st Av & 2nd Av.	NB	35	0	35	29	0	29
		SB	0	**53**	53	0	26	26
M35	Daily service btwn E. Harlem and Randall's/Ward's Islands via RFK Bridge and 125th St.	EB	8	9	17	11	12	23
		WB	2	2	4	7	8	15
M96	24-Hr crosstown service btwn Yorkville and the Upper West Side via 96th St.	EB	0	0	0	0	0	0
		WB	0	0	0	0	0	0
M98 (LTD)	Weekday AM/PM peak service btwn Upper East Side and Washington Hts via 3rd Av, Lexington Av & Harlem River Dr.	NB	7	7	14	15	20	35
		SB	20	18	38	18	25	43
M100	Daily service btwn Inwood and Harlem via 125th St.	NB	0	9	9	0	12	12
		SB	8	0	8	10	0	10
M101 (LTD)*	Daily service btwn the E. Village and Inwood via 125th St, 3rd Av and Lexington Av. Limited stops south of 122nd St.	NB	43	40	83	**58**	**76**	134
		SB	44	40	84	40	55	95
M102	24-Hr service btwn the E. Village and Harlem via 3rd Av, Lexington Av, 116th St and Malcolm X Blvd.	NB	16	0	16	27	0	27
		SB	0	19	19	0	24	24
M103	24-Hr service btwn City Hall and Harlem via 3rd Av & Lexington Av.	NB	19	0	19	25	0	25
		SB	0	22	22	0	25	25
M106	Daily service btwn E. Harlem and the Upper West Side via 96th St, 106th St, 5th Av & Madison Av.	EB	2	0	2	2	0	2
		WB	0	3	3	0	4	4
M116	Daily service btwn E. Harlem and Morningside Hts. via 116th St.	EB	25	0	25	17	0	17
		WB	0	24	24	0	19	19
M60 SBS	24-Hr service btwn W. Harlem and LaGuardia Airport via 125th St.	EB	8	9	17	11	12	23
		WB	11	12	23	11	12	23
Bx15 (LTD)*	Daily service btwn W. Harlem and Fordham Plaza in the Bronx via 125th St and the 3rd Av & Willis Av bridges.	EB	10	9	19	13	14	27
		WB	21	20	41	13	14	27
Bx33	Daily service btwn E. Harlem and Port Morris in the Bronx via 135th St and the Madison Ave Bridge.	EB	0	0	0	0	0	0
		WB	1	0	1	0	0	0
		Total	398	362	760	371	509	880

Notes:

Bold - denotes greater than 50 incremental trips per direction.

* Local service does not serve the Project Area during analyzed weekday AM and PM peak periods.

Metro-North Commuter Rail Service

The Metro-North Railroad (MNR) 125th Street commuter rail station is located in proximity to the Project Area on Park Avenue at East 125th Street. As the Proposed Actions are expected to generate a total of less than 100 trips by commuter rail in any one peak hour, impacts to the 125th Street rail station are not anticipated to result from the Proposed Actions, and it will not be analyzed in the EIS. As some Metro-North trips would also likely start or end on another mode of transit, commuter rail trips are conservatively included in the totals for the subway mode for travel demand forecasting purposes.

PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area or crosswalk. As shown in **Table 3**, under the RWCDS with the Sendero Verde project, the Proposed Actions are expected to generate approximately 1,054 walk-only trips (in + out combined) in the weekday AM peak hour, 2,014 in the midday, 2,019 in the PM, and 2,382 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 3,788, 1,925, 4,323 and 3,164 additional pedestrian trips to sidewalks and crosswalks in the vicinity of the Project Area 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 periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

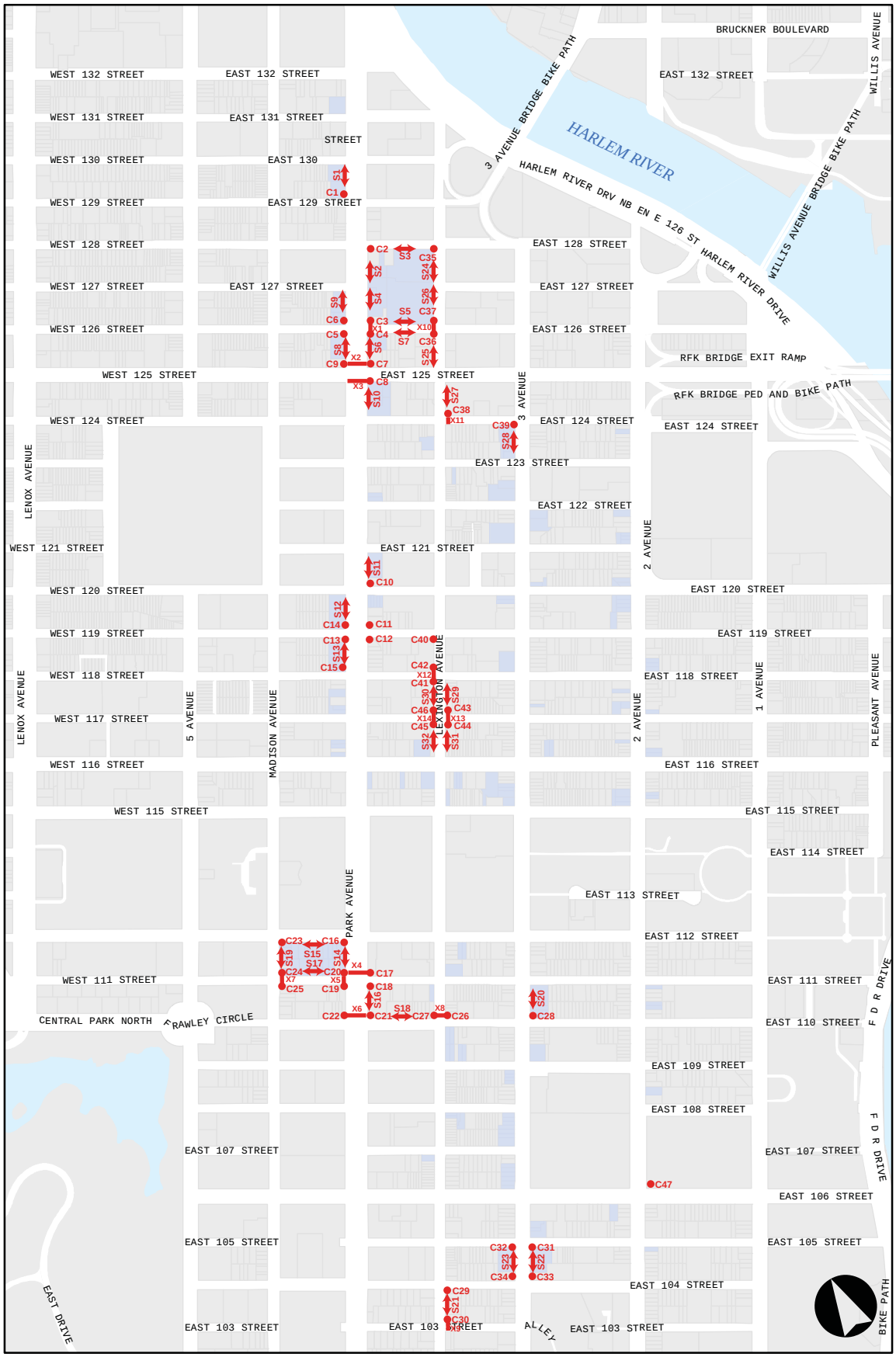
Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, a quantitative pedestrian analysis will be provided in the EIS. In consultation with the Department of City Planning (DCP), representative pedestrian elements most likely to be used by concentrations of action-generated pedestrian trips traveling to and from the projected development sites were selected for detailed analysis based on a preliminary assignment. As shown in **Figure 9**, these analysis locations include a total of 32 sidewalks, 47 corner areas and 14 crosswalks where new pedestrian demand would be most concentrated and most likely to result in significant adverse impacts.

PARKING

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

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories for the weekday midday and overnight periods will be provided in the EIS to document the existing supply and demand during each period. The parking

Figure 9
Pedestrian Analysis Locations



analyses will document changes in the parking supply and utilization in the Project Area and within a ¼-mile radius of projected development sites under both No-Action and With-Action conditions.

The forecast of parking demand generated by the residential component of the Proposed Actions' RWCDS will be based on 2010-2014 5-year ACS data on average vehicles per household for Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242 which encompass the Project Area. Parking demands from all other uses will be derived from the forecasts of daily auto trips from these uses. Estimates of future parking utilization will account for net reductions in demand associated with No-Action land uses displaced from projected development sites under the RWCDS.

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

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

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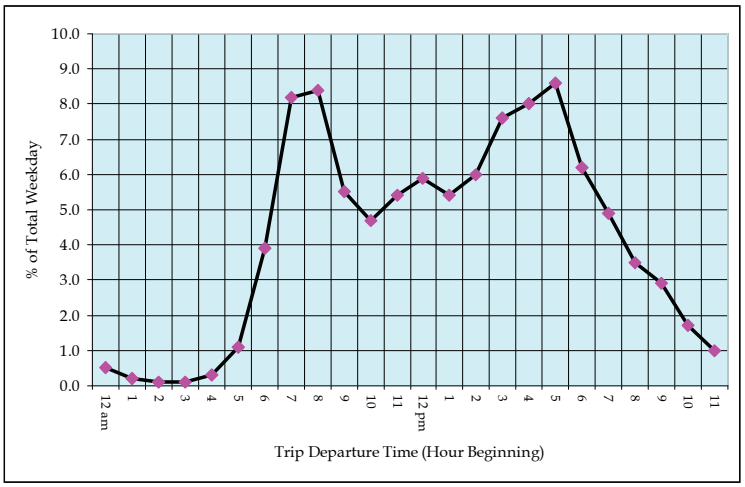
Focus on Auto Trips

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

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

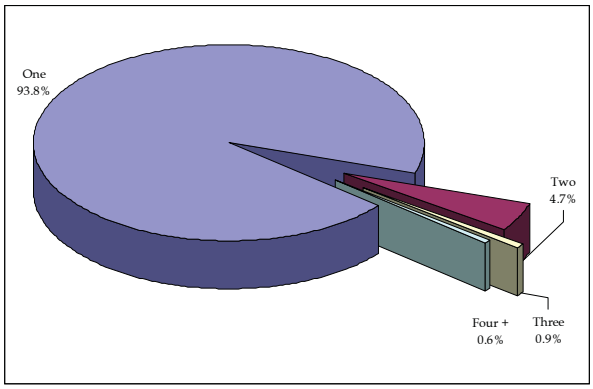


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the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

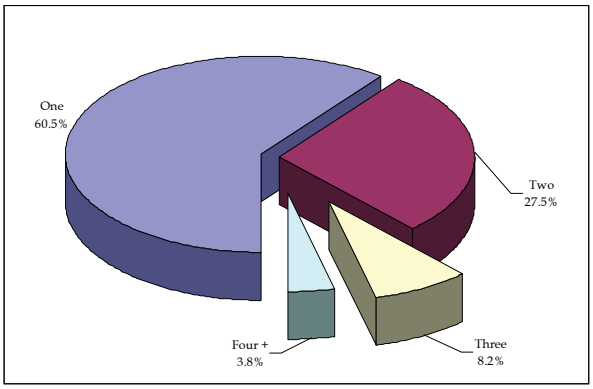
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing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

Distribution of Auto Trips – by Number of Occupants

Work Trips



Other (non-Work) Trips



APPENDIX B

DETAILED TRIP GENERATION TABLES

FOR PROJECTED DEVELOPMENT SITES

Site 1

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		49,128 gsf		0 DU		0 gsf		0 gsf		0 gsf		-10,592 gsf		0 gsf		0 gsf		0 gsf		49,128 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		108		0		0		0		0		-28		0		0		0		96		0		0		0		0		176	
MD	0		134		0		0		0		0		-24		0		0		0		80		0		0		0		0		190	
PM	0		124		0		0		0		0		-30		0		0		0		104		0		0		0		0		198	
SAT	0		34		0		0		0		0		-24		0		0		0		12		0		0		0		0		22	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	17	1	0	0	0	0	0	0	0	0	-16	-9	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	16	-6
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Subway/Railroad	0	0	49	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	6	0	0	0	0	0	0	0	0	89	9
Bus	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	31	3
Walk/Other	0	0	17	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	30	2
Total	0	0	102	6	0	0	0	0	0	0	0	0	-18	-10	0	0	0	0	0	0	84	12	0	0	0	0	0	0	0	0	168	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-8	-8
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2
Subway/Railroad	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	6	6
Bus	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	6	6
Walk/Other	0	0	54	58	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	34	34	0	0	0	0	0	0	0	0	87	91
Total	0	0	65	69	0	0	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	93	97
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	3	19	0	0	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	2	16	0	0	0	0	0	0	0	0	-8	22
Taxi	0	0	0	2	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-1	2
Subway/Railroad	0	0	9	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	45	0	0	0	0	0	0	0	0	15	96
Bus	0	0	3	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15	0	0	0	0	0	0	0	0	5	32
Walk/Other	0	0	3	17	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	2	15	0	0	0	0	0	0	0	0	4	31
Total	0	0	18	106	0	0	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	12	92	0	0	0	0	0	0	0	0	15	183
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Subway/Railroad	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	18	11	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	23	16
Total	0	0	21	13	0	0	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	15	7
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	15	1	0	0	0	0	0	0	0	0	-12	-7	0	0	0	0	0	0	13	2	0	0	0	0	0	0	0	0	16	-4
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	1	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	-1	-1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2
Total	0	0	17	3	0	0	0	0	0	0	0	0	-14	-9	0	0	0	0	0	0	16	5	0	0	0	0	0	0	0	0	19	-1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	1	1	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-6	-6
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	2	2	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	0	0	1	1	0	0	0	0	0	0	0	0	2	2
Total	0	0	4	4	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	3	17	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	2	13	0	0	0	0	0	0	0	0	-5	20
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-1	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	18	0	0	0	0	0	0	0	0	-12	-12	0	0	0	0	0	0	3	14	0	0	0	0	0	0	0	0	-5	20
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	-10	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-9

Total Vehicle Trips	In	Out	Total
AM	**19**	**-1**	**18**
MD	**-2**	**-2**	**-4**
PM	**-5**	**20**	**15**
SAT	**-9**	**-9**	**-18**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 2

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	9,390 gsf		-6,242 gsf		127 DU		0 gsf		0 gsf		0 gsf		0 gsf		14,699 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	36		-14		104		0		0		0		0		30		0		0		0		0		0		0		0		156	
MD	220		-18		52		0		0		0		0		24		0		0		0		0		0		0		0		278	
PM	116		-16		114		0		0		0		0		32		0		0		0		0		0		0		0		246	
SAT	136		-6		98		0		0		0		0		4		0		0		0		0		0		0		0		232	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	1	7	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	3	3	-7	0	11	58	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	63
Bus	1	1	-2	0	2	10	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12
Walk/Other	14	14	-3	0	2	12	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	27
Total	18	18	-14	0	16	88	0	0	0	0	0	0	0	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	111
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	18	18	-1	-1	17	17	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	35
Bus	4	4	-1	-1	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Walk/Other	84	84	-6	-8	4	4	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	92	90
Total	110	110	-8	-10	26	26	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	138
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	-2	6	3	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	10	10	-1	-8	51	24	0	0	0	0	0	0	0	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	39
Bus	2	2	0	-2	9	4	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	9
Walk/Other	45	45	0	-3	11	5	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	51
Total	58	58	-1	-15	78	36	0	0	0	0	0	0	0	0	5	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140	106
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	14	14	0	0	34	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	45
Bus	6	6	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11
Walk/Other	43	43	-3	-3	7	7	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	49
Total	68	68	-3	-3	51	47	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	114
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	-2	0	1	6	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	-2	0	2	7	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	-2	5	3	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	-2	6	4	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5

	Total Vehicle Trips		
	In	Out	Total
AM	**5**	**9**	**14**
MD	**5**	**5**	**10**
PM	**8**	**7**	**15**
SAT	**5**	**5**	**10**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 3

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-3,733 gsf		0 gsf		58 DU		5,000 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-14		0		48		0		0		0		0		0		0		0		0		0		0		0		0		34	
MD	-88		0		24		42		0		0		0		0		0		0		0		0		0		0		0		-22	
PM	-46		0		52		62		0		0		0		0		0		0		0		0		0		0		0		68	
SAT	-54		0		46		86		0		0		0		0		0		0		0		0		0		0		0		78	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-1	-1	0	0	5	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25
Bus	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Walk/Other	-6	-6	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	0
Total	-7	-7	0	0	8	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	33
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-7	-7	0	0	8	8	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	-2	-2	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-34	-34	0	0	2	2	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-16
Total	-44	-44	0	0	12	12	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-11	-11
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-4	-4	0	0	24	11	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	10
Bus	-1	-1	0	0	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Walk/Other	-17	-17	0	0	5	2	32	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1
Total	-23	-23	0	0	36	16	41	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	14
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-6	-6	0	0	16	14	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17
Bus	-2	-2	0	0	3	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	-17	-17	0	0	3	3	27	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Total	-27	-27	0	0	24	22	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	38
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	-1	-1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	-1	-1	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

	Total Vehicle Trips		
	In	Out	Total
AM	**1**	**3**	**4**
MD	**1**	**1**	**2**
PM	**2**	**0**	**2**
SAT	**2**	**2**	**4**

Notes:

40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.

25% taxi overlap

Site 4

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	10,000 gsf		0 gsf		390 DU		10,150 gsf		30,000 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	38		0		316		0		72		0		0		0		0		0		0		0		0		0		0		426	
MD	234		0		158		82		212		0		0		0		0		0		0		0		0		0		0		686	
PM	124		0		348		124		212		0		0		0		0		0		0		0		0		0		0		808	
SAT	144		0		300		172		306		0		0		0		0		0		0		0		0		0		0		922	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	22	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	26
Taxi	0	0	0	0	0	2	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Subway/Railroad	3	3	0	0	33	172	0	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	183
Bus	1	1	0	0	6	32	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	36
Walk/Other	15	15	0	0	7	38	0	0	16	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	63
Total	19	19	0	0	50	266	0	0	44	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	313
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	6	6	1	1	17	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	24
Taxi	1	1	0	0	1	1	0	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11
Subway/Railroad	19	19	0	0	51	51	7	7	31	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	103
Bus	5	5	0	0	9	9	2	2	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	27
Walk/Other	89	89	0	0	12	12	31	31	44	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176	168
Total	117	117	0	0	79	79	41	41	116	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	353	333
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	19	9	2	1	15	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	29
Taxi	0	0	0	0	2	1	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Subway/Railroad	10	10	0	0	151	75	14	7	27	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	202	122
Bus	2	2	0	0	28	14	3	2	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	31
Walk/Other	48	48	0	0	33	16	64	31	37	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182	137
Total	62	62	0	0	233	115	83	41	100	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	478	330
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	13	11	6	6	29	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	45
Taxi	0	0	0	0	1	1	0	0	17	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	15
Subway/Railroad	15	15	0	0	103	92	18	18	27	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	147
Bus	6	6	0	0	19	17	8	8	34	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	59
Walk/Other	46	46	0	0	23	20	54	54	61	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	171
Total	72	72	0	0	159	141	86	86	168	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	485	437
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	3	19	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	21
Taxi	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi (Balanced)	0	0	0	0	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	20	0	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	26
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	4	4	0	0	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	13
Taxi	1	1	0	0	1	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Taxi (Balanced)	2	2	0	0	2	2	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Truck	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	4	4	0	0	6	6	1	1	19	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	28
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	17	8	1	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	18
Taxi	0	0	0	0	1	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Taxi (Balanced)	0	0	0	0	2	2	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	19	10	1	0	17	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	29
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	8	7	3	3	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	22
Taxi	0	0	0	0	1	1	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Taxi (Balanced)	0	0	0	0	2	2	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	3	3	0	0	10	9	4	4	21	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	35

	Total Vehicle Trips		
	In	Out	Total
AM	**12**	**26**	**38**
MD	**30**	**28**	**58**
PM	**38**	**29**	**67**
SAT	**38**	**35**	**73**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 5

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	4,974 gsf		0 gsf		119 DU		8,000 gsf		20,000 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-82 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	20		0		98		0		48		0		0		0		0		0		0		-62		0		0		0		104	
MD	118		0		50		66		142		0		0		0		0		0		0		-108		0		0		0		268	
PM	62		0		106		98		142		0		0		0		0		0		0		-102		0		0		0		306	
SAT	72		0		92		136		204		0		0		0		0		0		0		-70		0		0		0		434	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	7	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-8	-11	0	0	0	0	0	0	-3	-1
Taxi	0	0	0	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	-3	-4	0	0	0	0	0	0	0	-1
Subway/Railroad	2	2	0	0	10	53	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	-5	-7	0	0	0	0	0	0	15	53
Bus	0	0	0	0	2	10	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	5	10
Walk/Other	8	8	0	0	2	12	0	0	10	7	0	0	0	0	0	0	0	0	0	0	0	0	-8	-13	0	0	0	0	0	0	12	14
Total	10	10	0	0	15	83	0	0	29	19	0	0	0	0	0	0	0	0	0	0	0	0	-25	-37	0	0	0	0	0	0	29	75
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	1	1	12	10	0	0	0	0	0	0	0	0	0	0	0	0	-23	-10	0	0	0	0	0	0	-7	4
Taxi	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	-9	-4	0	0	0	0	0	0	-2	2
Subway/Railroad	10	10	0	0	16	16	5	5	21	17	0	0	0	0	0	0	0	0	0	0	0	0	-14	-6	0	0	0	0	0	0	38	42
Bus	2	2	0	0	3	3	1	1	9	8	0	0	0	0	0	0	0	0	0	0	0	0	-4	-2	0	0	0	0	0	0	11	12
Walk/Other	46	46	0	0	4	4	26	26	28	24	0	0	0	0	0	0	0	0	0	0	0	0	-24	-12	0	0	0	0	0	0	80	88
Total	59	59	0	0	25	25	33	33	77	65	0	0	0	0	0	0	0	0	0	0	0	0	-74	-34	0	0	0	0	0	0	120	148
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	6	3	2	1	10	11	0	0	0	0	0	0	0	0	0	0	0	0	-19	-13	0	0	0	0	0	0	0	3
Taxi	0	0	0	0	1	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	-7	-5	0	0	0	0	0	0	0	2
Subway/Railroad	5	5	0	0	46	23	11	5	18	20	0	0	0	0	0	0	0	0	0	0	0	0	-11	-8	0	0	0	0	0	0	69	45
Bus	1	1	0	0	8	4	3	1	8	9	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	17	13
Walk/Other	24	24	0	0	10	5	50	25	25	28	0	0	0	0	0	0	0	0	0	0	0	0	-20	-14	0	0	0	0	0	0	89	68
Total	31	31	0	0	71	35	66	32	67	75	0	0	0	0	0	0	0	0	0	0	0	0	-60	-42	0	0	0	0	0	0	175	131
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	4	4	5	5	19	16	0	0	0	0	0	0	0	0	0	0	0	0	-12	-9	0	0	0	0	0	0	19	19
Taxi	0	0	0	0	0	0	0	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	-5	-4	0	0	0	0	0	0	6	5
Subway/Railroad	8	8	0	0	32	28	14	14	18	15	0	0	0	0	0	0	0	0	0	0	0	0	-7	-6	0	0	0	0	0	0	65	59
Bus	3	3	0	0	6	5	6	6	22	18	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	35	30
Walk/Other	22	22	0	0	7	6	43	43	42	34	0	0	0	0	0	0	0	0	0	0	0	0	-13	-10	0	0	0	0	0	0	101	95
Total	36	36	0	0	49	43	68	68	112	92	0	0	0	0	0	0	0	0	0	0	0	0	-39	-31	0	0	0	0	0	0	226	208
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-5	-7	0	0	0	0	0	0	-2	1
Taxi	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-3	0	0	0	0	0	0	0	-1
Taxi (Balanced)	0	0	0	0	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	7	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	-10	-12	0	0	0	0	0	0	-3	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	1	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	-14	-6	0	0	0	0	0	0	-6	1
Taxi	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-6	-3	0	0	0	0	0	0	-2	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	0	0	1	1	1	1	12	11	0	0	0	0	0	0	0	0	0	0	0	0	-22	-14	0	0	0	0	0	0	-7	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	5	3	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	-12	-8	0	0	0	0	0	0	0	2
Taxi	0	0	0	0	1	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	-5	-4	0	0	0	0	0	0	-1	0
Taxi (Balanced)	0	0	0	0	1	1	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	6	4	1	0	11	12	0	0	0	0	0	0	0	0	0	0	0	0	-20	-16	0	0	0	0	0	0	-1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	2	2	2	2	7	6	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6	0	0	0	0	0	0	5	6
Taxi	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	-4	-3	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	2	2	0	0	2	2	3	3	13	12	0	0	0	0	0	0	0	0	0	0	0	0	-14	-12	0	0	0	0	0	0	6	7

	Total Vehicle Trips		
	In	Out	Total
AM	**-3**	**0**	**-3**
MD	**-7**	**0**	**-7**
PM	**-1**	**1**	**0**
SAT	**6**	**7**	**13**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 6

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	11,633 gsf		0 gsf		243 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		11,633 gsf		11,633 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	44		0		198		0		0		0		0		0		28		24		0		0		0		0		0		294	
MD	272		0		100		0		0		0		0		0		20		36		0		0		0		0		0		428	
PM	144		0		216		0		0		0		0		0		28		20		0		0		0		0		0		408	
SAT	168		0		188		0		0		0		0		0		10		16		0		0		0		0		0		382	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	13	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	14	15
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	6	2
Subway/Railroad	4	4	0	0	21	108	0	0	0	0	0	0	0	0	0	0	13	0	6	1	0	0	0	0	0	0	0	0	0	0	44	113
Bus	1	1	0	0	4	20	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	12	21
Walk/Other	16	16	0	0	4	24	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	27	40
Total	22	22	0	0	32	166	0	0	0	0	0	0	0	0	0	0	28	0	21	3	0	0	0	0	0	0	0	0	0	0	103	191
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	12	12
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Subway/Railroad	22	22	0	0	33	33	0	0	0	0	0	0	0	0	0	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	61	61
Bus	5	5	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	14	14
Walk/Other	105	105	0	0	7	7	0	0	0	0	0	0	0	0	0	0	9	7	1	1	0	0	0	0	0	0	0	0	0	0	122	120
Total	136	136	0	0	50	50	0	0	0	0	0	0	0	0	0	0	11	9	18	18	0	0	0	0	0	0	0	0	0	0	215	213
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	12	6	0	0	0	0	0	0	0	0	0	0	0	5	2	3	0	0	0	0	0	0	0	0	0	0	16	16
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	4
Subway/Railroad	12	12	0	0	94	46	0	0	0	0	0	0	0	0	0	0	0	13	2	3	0	0	0	0	0	0	0	0	0	0	108	74
Bus	3	3	0	0	17	8	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	21	18
Walk/Other	55	55	0	0	21	10	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	77	71
Total	72	72	0	0	145	71	0	0	0	0	0	0	0	0	0	0	0	28	8	12	0	0	0	0	0	0	0	0	0	0	225	183
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	16	15
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Subway/Railroad	18	18	0	0	64	57	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	84	77
Bus	8	8	0	0	12	11	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	21	20
Walk/Other	52	52	0	0	14	13	0	0	0	0	0	0	0	0	0	0	5	5	1	1	0	0	0	0	0	0	0	0	0	0	72	71
Total	84	84	0	0	99	89	0	0	0	0	0	0	0	0	0	0	5	5	8	8	0	0	0	0	0	0	0	0	0	0	196	186
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	11	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	11	13
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	5	2
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	4	12	0	0	0	0	0	0	0	0	0	0	4	0	8	6	0	0	0	0	0	0	0	0	0	0	17	19
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	7	7
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	5	5
Taxi (Balanced)	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	9	9
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	16	16
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	12	12
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	4
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	12	7	0	0	0	0	0	0	0	0	0	0	0	4	6	7	0	0	0	0	0	0	0	0	0	0	19	19
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9	8
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	15	14

Total Vehicle Trips	In	Out	Total
AM	**17**	**19**	**36**
MD	**16**	**16**	**32**
PM	**19**	**19**	**38**
SAT	**15**	**14**	**29**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

3/28/2017

Site 7

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	11,192 gsf		0 gsf		210 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		11,192 gsf		11,192 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	42		0		170		0		0		0		0		0		28		24		0		0		0		0		0		264	
MD	262		0		86		0		0		0		0		0		20		34		0		0		0		0		0		402	
PM	138		0		188		0		0		0		0		0		28		20		0		0		0		0		0		374	
SAT	162		0		162		0		0		0		0		0		10		16		0		0		0		0		0		350	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	12	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	13	14
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	6	2
Subway/Railroad	3	3	0	0	18	93	0	0	0	0	0	0	0	0	0	0	13	0	6	1	0	0	0	0	0	0	0	0	0	0	40	97
Bus	1	1	0	0	3	17	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	11	18
Walk/Other	16	16	0	0	4	20	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	27	36
Total	21	21	0	0	27	143	0	0	0	0	0	0	0	0	0	0	28	0	21	3	0	0	0	0	0	0	0	0	0	0	97	167
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	10	10
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	5	5
Subway/Railroad	22	22	0	0	29	29	0	0	0	0	0	0	0	0	0	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	57	57
Bus	5	5	0	0	5	5	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	13	13
Walk/Other	100	100	0	0	6	6	0	0	0	0	0	0	0	0	0	0	8	8	2	2	0	0	0	0	0	0	0	0	0	0	116	116
Total	131	131	0	0	43	43	0	0	0	0	0	0	0	0	0	0	10	10	17	17	0	0	0	0	0	0	0	0	0	0	201	201
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	5	2	3	0	0	0	0	0	0	0	0	0	0	14	15
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	3
Subway/Railroad	11	11	0	0	83	40	0	0	0	0	0	0	0	0	0	0	0	13	2	3	0	0	0	0	0	0	0	0	0	0	96	67
Bus	3	3	0	0	15	7	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	19	17
Walk/Other	53	53	0	0	18	9	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	0	0	0	0	0	0	0	0	72	68
Total	69	69	0	0	127	61	0	0	0	0	0	0	0	0	0	0	0	28	8	12	0	0	0	0	0	0	0	0	0	0	204	170
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	15	14
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Subway/Railroad	17	17	0	0	56	49	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	75	68
Bus	7	7	0	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	18	17
Walk/Other	51	51	0	0	12	11	0	0	0	0	0	0	0	0	0	0	5	5	1	1	0	0	0	0	0	0	0	0	0	0	69	68
Total	81	81	0	0	86	76	0	0	0	0	0	0	0	0	0	0	5	5	8	8	0	0	0	0	0	0	0	0	0	0	180	170
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	2	10	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	0	0	0	0	0	0	0	0	10	12
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	5	2
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	11	0	0	0	0	0	0	0	0	0	0	4	0	8	6	0	0	0	0	0	0	0	0	0	0	16	18
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4	4
Taxi (Balanced)	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	9	4	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	11	11
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	4	6	7	0	0	0	0	0	0	0	0	0	0	17	17
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	8	8
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	14	14

Total Vehicle Trips	In	Out	Total
AM	**16**	**18**	**34**
MD	**13**	**13**	**26**
PM	**17**	**17**	**34**
SAT	**14**	**14**	**28**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 8

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		40,479 gsf		43 DU		0 gsf		1,349 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		88		36		0		4		0		0		0		0		0		0		0		0		0		0		128	
MD	0		110		18		0		10		0		0		0		0		0		0		0		0		0		0		138	
PM	0		104		40		0		10		0		0		0		0		0		0		0		0		0		0		154	
SAT	0		28		34		0		14		0		0		0		0		0		0		0		0		0		0		76	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	15	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	0	0	40	2	4	20	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	23
Bus	0	0	14	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	5
Walk/Other	0	0	13	1	1	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	6
Total	0	0	83	5	6	30	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	37
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway/Railroad	0	0	3	3	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Bus	0	0	3	3	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	0	0	45	47	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	50
Total	0	0	54	56	9	9	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	70
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	3	15	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	17
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	0	0	8	43	17	9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	53
Bus	0	0	3	14	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	17
Walk/Other	0	0	3	14	4	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	18
Total	0	0	17	87	26	14	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	106
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway/Railroad	0	0	1	1	13	10	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	12
Bus	0	0	1	1	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Walk/Other	0	0	14	9	3	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	13
Total	0	0	17	11	19	15	0	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	32
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	13	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	15	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	4	4	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	3	13	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	15
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	14	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

Total Vehicle Trips	In	Out	Total
AM	**15**	**5**	**20**
MD	**6**	**6**	**12**
PM	**7**	**16**	**23**
SAT	**2**	**2**	**4**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 9

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	8,736 gsf		0 gsf		54 DU		0 gsf		2,158 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	34		0		44		0		6		0		0		0		0		0		0		0		0		0		0		84	
MD	206		0		22		0		16		0		0		0		0		0		0		0		0		0		0		244	
PM	108		0		48		0		16		0		0		0		0		0		0		0		0		0		0		172	
SAT	126		0		42		0		22		0		0		0		0		0		0		0		0		0		0		190	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	3	3	0	0	5	24	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	29
Bus	1	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Walk/Other	13	13	0	0	1	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	19
Total	17	17	0	0	8	36	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	56
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway/Railroad	17	17	0	0	7	7	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
Bus	4	4	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Walk/Other	78	78	0	0	2	2	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	83
Total	103	103	0	0	11	11	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	122
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	9	9	0	0	21	10	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	21
Bus	2	2	0	0	4	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5
Walk/Other	42	42	0	0	5	2	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	47
Total	54	54	0	0	33	15	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	77
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	13	13	0	0	14	13	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	28
Bus	6	6	0	0	3	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	10
Walk/Other	40	40	0	0	3	3	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	47
Total	63	63	0	0	22	20	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	94
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0	0	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4

Total Vehicle Trips	In	Out	Total
AM	**2**	**3**	**5**
MD	**8**	**8**	**16**
PM	**7**	**5**	**12**
SAT	**4**	**4**	**8**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 10

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		23,189 gsf		130 DU		0 gsf		-538 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		52		106		0		-2		0		0		0		0		0		0		0		0		0		0		156	
MD	0		64		54		0		-4		0		0		0		0		0		0		0		0		0		0		114	
PM	0		60		116		0		-4		0		0		0		0		0		0		0		0		0		0		172	
SAT	0		16		100		0		-6		0		0		0		0		0		0		0		0		0		0		110	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	9	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	0	0	25	1	11	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	59
Bus	0	0	8	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11
Walk/Other	0	0	8	0	2	13	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	12
Total	0	0	51	1	16	90	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	90
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	0	0	2	2	18	18	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
Bus	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	0	0	26	28	4	4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	31
Total	0	0	31	33	27	27	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	58
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	13
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	0	0	4	25	51	25	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	49
Bus	0	0	1	8	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13
Walk/Other	0	0	1	8	11	5	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12
Total	0	0	8	52	78	38	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	88
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	4	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	0	34	31	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	31
Bus	0	0	1	0	6	6	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	0	0	9	5	8	7	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	11
Total	0	0	11	5	52	48	0	0	-4	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	51
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	8	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	6
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	9	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	2	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	12
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	10	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	14
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

Total Vehicle Trips	In	Out	Total
AM	**11**	**8**	**19**
MD	**3**	**3**	**6**
PM	**9**	**14**	**23**
SAT	**2**	**2**	**4**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 11

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-109 gsf	-4,728 gsf	182 DU	0 gsf	0 gsf	0 gsf	0 gsf	-16,124 gsf	32,341 gsf	32,341 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-2	-12	148	0	0	0	0	-32	78	66	0	0	0	0	0	246
MD	-4	-14	74	0	0	0	0	-28	56	98	0	0	0	0	0	182
PM	-2	-12	162	0	0	0	0	-34	78	56	0	0	0	0	0	248
SAT	-2	-4	140	0	0	0	0	-4	24	44	0	0	0	0	0	198

Person Trips:

AM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	2	10	0	0	0	0	0	0	0	0	-5	-1	14	0	14	2	0	0	0	0	0	0	0	0	0	0	23	11
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	14	2	0	0	0	0	0	0	0	0	0	0	15	3
Subway/Railroad	0	0	-6	0	15	81	0	0	0	0	0	0	0	0	-13	-2	37	0	17	2	0	0	0	0	0	0	0	0	0	0	50	81
Bus	0	0	-2	0	3	15	0	0	0	0	0	0	0	0	-4	-1	13	0	7	1	0	0	0	0	0	0	0	0	0	0	17	15
Walk/Other	-1	-1	-2	0	3	18	0	0	0	0	0	0	0	0	-5	-1	13	0	6	1	0	0	0	0	0	0	0	0	0	0	14	17
Total	-1	-1	-12	0	23	125	0	0	0	0	0	0	0	0	-27	-5	78	0	58	8	0	0	0	0	0	0	0	0	0	0	119	127
MD																																
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1	12	12	0	0	0	0	0	0	0	0	0	0	16	16
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	12	12	0	0	0	0	0	0	0	0	0	0	13	13
Subway/Railroad	0	0	0	0	25	25	0	0	0	0	0	0	0	0	-1	-1	2	2	15	15	0	0	0	0	0	0	0	0	0	0	41	41
Bus	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-1	-1	2	2	5	5	0	0	0	0	0	0	0	0	0	0	10	10
Walk/Other	-2	-2	-7	-7	5	5	0	0	0	0	0	0	0	0	-12	-12	22	22	5	5	0	0	0	0	0	0	0	0	0	0	11	11
Total	-2	-2	-7	-7	37	37	0	0	0	0	0	0	0	0	-14	-14	28	28	49	49	0	0	0	0	0	0	0	0	0	0	91	91
PM																																
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-2	9	4	0	0	0	0	0	0	0	0	-1	-5	0	14	4	10	0	0	0	0	0	0	0	0	0	0	12	21
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	10	0	0	0	0	0	0	0	0	0	0	5	11
Subway/Railroad	0	0	-1	-5	71	35	0	0	0	0	0	0	0	0	-2	-14	0	37	5	11	0	0	0	0	0	0	0	0	0	0	73	64
Bus	0	0	0	-2	13	6	0	0	0	0	0	0	0	0	-1	-5	0	13	2	4	0	0	0	0	0	0	0	0	0	0	14	16
Walk/Other	-1	-1	0	-2	15	8	0	0	0	0	0	0	0	0	-1	-5	0	13	2	4	0	0	0	0	0	0	0	0	0	0	15	17
Total	-1	-1	-1	-11	109	53	0	0	0	0	0	0	0	0	-5	-29	0	78	17	39	0	0	0	0	0	0	0	0	0	0	119	129
SAT																																
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	12	11
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	7	7
Subway/Railroad	0	0	0	0	47	43	0	0	0	0	0	0	0	0	0	0	1	1	6	6	0	0	0	0	0	0	0	0	0	0	54	50
Bus	0	0	0	0	9	8	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	12	11
Walk/Other	-1	-1	-2	-2	11	9	0	0	0	0	0	0	0	0	-2	-2	10	10	2	2	0	0	0	0	0	0	0	0	0	0	18	16
Total	-1	-1	-2	-2	74	66	0	0	0	0	0	0	0	0	-2	-2	12	12	22	22	0	0	0	0	0	0	0	0	0	0	103	95

Vehicle Trips :

AM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	-2	0	2	9	0	0	0	0	0	0	0	0	-4	-1	12	0	8	1	0	0	0	0	0	0	0	0	0	0	16	9
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	12	2	0	0	0	0	0	0	0	0	0	0	13	3
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	12	12	0	0	0	0	0	0	0	0	0	0	14	14
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-2	0	3	10	0	0	0	0	0	0	0	0	-5	-2	14	2	20	13	0	0	0	0	0	0	0	0	0	0	30	23
MD																																
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	7	7	0	0	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	10	10	0	0	0	0	0	0	0	0	0	0	11	11
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	18	18	0	0	0	0	0	0	0	0	0	0	20	20
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4	25	25	0	0	0	0	0	0	0	0	0	0	31	31
PM																																
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	-2	8	3	0	0	0	0	0	0	0	0	-1	-4	0	12	2	6	0	0	0	0	0	0	0	0	0	0	9	15
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3	8	0	0	0	0	0	0	0	0	0	0	4	9
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	10	10	0	0	0	0	0	0	0	0	0	0	12	12
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	-2	9	4	0	0	0	0	0	0	0	0	-1	-4	1	13	12	16	0	0	0	0	0	0	0	0	0	0	21	27
SAT																																
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	8	7
Taxi	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	19	18

Total Vehicle Trips

	In	Out	Total
AM	**30**	**23**	**53**
MD	**31**	**31**	**62**
PM	**21**	**27**	**48**
SAT	**19**	**18**	**37**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 12

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-9,013 gsf	9,014 gsf	82 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-34	20	68	0	0	0	0	0	0	0	0	0	0	0	0	54
MD	-212	26	34	0	0	0	0	0	0	0	0	0	0	0	0	-152
PM	-112	24	74	0	0	0	0	0	0	0	0	0	0	0	0	-14
SAT	-130	6	64	0	0	0	0	0	0	0	0	0	0	0	0	-60

Person Trips:

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	3	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-3	-3	10	0	7	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	34
Bus	-1	-1	4	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6
Walk/Other	-13	-13	3	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-5
Total	-17	-17	20	0	11	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	40

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	-3	-3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	-17	-17	1	1	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Bus	-4	-4	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-81	-81	11	11	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-68	-68
Total	-106	-106	13	13	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-76	-76

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	-1	-1	1	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-9	-9	2	10	33	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	17
Bus	-2	-2	1	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Walk/Other	-44	-44	1	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-36	-38
Total	-56	-56	5	19	50	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-13

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	-5	-5	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-14	-14	0	0	22	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
Bus	-6	-6	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Walk/Other	-40	-40	3	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-32	-33
Total	-65	-65	3	3	34	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-28	-32

Vehicle Trips :

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-4	-4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	-1	-1	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	-3	-3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-3	-3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2

Total Vehicle Trips

	In	Out	Total
AM	**4**	**4**	**8**
MD	**-3**	**-3**	**-6**
PM	**3**	**4**	**7**
SAT	**-1**	**-2**	**-3**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 13

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-20,198 gsf		9,842 gsf		156 DU		0 gsf		0 gsf		0 gsf		0 gsf		-10,000 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-76		22		126		0		0		0		0		-20		0		0		0		0		0		0		0		52	
MD	-474		28		64		0		0		0		0		-18		0		0		0		0		0		0		0		-400	
PM	-250		26		140		0		0		0		0		-22		0		0		0		0		0		0		0		-106	
SAT	-292		8		120		0		0		0		0		-4		0		0		0		0		0		0		0		-168	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	4	0	2	9	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	-6	-6	11	1	13	68	0	0	0	0	0	0	0	0	-9	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	61
Bus	-2	-2	3	0	2	13	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Walk/Other	-29	-29	3	0	3	15	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-26	-14
Total	-38	-38	21	1	20	106	0	0	0	0	0	0	0	0	-18	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	67
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-6	-6	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	-39	-39	1	1	20	20	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-19	-19
Bus	-9	-9	1	1	4	4	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5
Walk/Other	-182	-182	12	12	5	5	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-172	-172
Total	-237	-237	14	14	32	32	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-200	-200
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	1	4	8	4	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
Taxi	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Subway/Railroad	-21	-21	2	10	61	30	0	0	0	0	0	0	0	0	-1	-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	10
Bus	-5	-5	1	4	11	5	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
Walk/Other	-95	-95	1	3	13	7	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-81	-89
Total	-125	-125	5	21	94	46	0	0	0	0	0	0	0	0	-1	-21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-79
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-10	-10	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	-31	-31	0	0	40	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	6
Bus	-13	-13	0	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-6
Walk/Other	-92	-92	4	4	9	8	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-81	-82
Total	-146	-146	4	4	63	57	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-81	-87
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	3	0	2	8	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	3	0	3	9	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-3	-3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-5	-5	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	1	3	7	3	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
Taxi	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Taxi (Balanced)	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-4	-4	1	3	8	4	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-5	-5	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-5	-5	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1

Total Vehicle Trips	In	Out	Total
AM	**2**	**8**	**10**
MD	**-3**	**-3**	**-6**
PM	**5**	**0**	**5**
SAT	**-1**	**-1**	**-2**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 14

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		75 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		62		0		0		0		0		0		0		0		0		0		0		0		0		62	
MD	0		0		32		0		0		0		0		0		0		0		0		0		0		0		0		32	
PM	0		0		68		0		0		0		0		0		0		0		0		0		0		0		0		68	
SAT	0		0		58		0		0		0		0		0		0		0		0		0		0		0		0		58	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	7	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	35
Bus	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Walk/Other	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Total	0	0	0	0	10	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	52
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Bus	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	15
Bus	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Walk/Other	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Total	0	0	0	0	45	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	23
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	20	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	19
Bus	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	0	0	30	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	28
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Total Vehicle Trips	In	Out	Total
AM	**1**	**3**	**4**
MD	**1**	**1**	**2**
PM	**3**	**2**	**5**
SAT	**1**	**1**	**2**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 15

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	7,931 gsf		0 gsf		59 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	30		0		48		0		0		0		0		0		0		0		0		0		0		0		0		78	
MD	186		0		24		0		0		0		0		0		0		0		0		0		0		0		0		210	
PM	98		0		54		0		0		0		0		0		0		0		0		0		0		0		0		152	
SAT	116		0		46		0		0		0		0		0		0		0		0		0		0		0		0		162	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	5	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	28
Bus	1	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
Walk/Other	12	12	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	18
Total	15	15	0	0	8	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	55
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	15	15	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23
Bus	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	72	72	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	74
Total	93	93	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	105
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	8	8	0	0	24	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	20
Bus	2	2	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Walk/Other	38	38	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	41
Total	49	49	0	0	36	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	67
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	12	12	0	0	16	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	26
Bus	5	5	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Walk/Other	37	37	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40
Total	58	58	0	0	24	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	80
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3

	Total Vehicle Trips		
	In	Out	Total
AM	1	3	4
MD	2	2	4
PM	4	2	6
SAT	3	3	6

Notes:

40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.

25% taxi overlap

Site 16

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		80 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		66		0		0		0		0		0		0		0		0		0		0		0		0		66	
MD	0		0		34		0		0		0		0		0		0		0		0		0		0		0		0		34	
PM	0		0		72		0		0		0		0		0		0		0		0		0		0		0		0		72	
SAT	0		0		62		0		0		0		0		0		0		0		0		0		0		0		0		62	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	7	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	37
Bus	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Walk/Other	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Total	0	0	0	0	10	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	56
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Bus	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	32	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	15
Bus	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Walk/Other	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3
Total	0	0	0	0	49	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	23
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	21	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	20
Bus	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Total	0	0	0	0	33	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1

	Total Vehicle Trips		
	In	Out	Total
AM	1	3	4
MD	1	1	2
PM	3	2	5
SAT	2	1	3

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 17

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		109 DU		0 gsf		0 gsf		4,699 gsf		0 gsf		0 gsf		17,100 gsf		17,100 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		90		0		0		30		0		0		42		36		0		0		0		0		0		198	
MD	0		0		46		0		0		116		0		0		30		52		0		0		0		0		0		244	
PM	0		0		98		0		0		98		0		0		42		30		0		0		0		0		0		268	
SAT	0		0		84		0		0		154		0		0		14		24		0		0		0		0		0		276	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	6	0	0	0	0	1	1	0	0	0	0	7	0	9	1	0	0	0	0	0	0	0	0	0	0	18	8
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	0	0	0	0	0	0	9	2
Subway/Railroad	0	0	0	0	9	49	0	0	0	0	1	1	0	0	0	0	20	0	9	1	0	0	0	0	0	0	0	0	0	0	39	51
Bus	0	0	0	0	2	9	0	0	0	0	1	1	0	0	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	14	10
Walk/Other	0	0	0	0	2	11	0	0	0	0	11	13	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	23	24
Total	0	0	0	0	14	76	0	0	0	0	14	16	0	0	0	0	42	0	33	3	0	0	0	0	0	0	0	0	0	0	103	95
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	2	3	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	8	8
Subway/Railroad	0	0	0	0	15	15	0	0	0	0	3	3	0	0	0	0	1	1	7	7	0	0	0	0	0	0	0	0	0	0	26	26
Bus	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	10	10
Walk/Other	0	0	0	0	3	3	0	0	0	0	44	51	0	0	0	0	13	13	3	3	0	0	0	0	0	0	0	0	0	0	63	70
Total	0	0	0	0	23	23	0	0	0	0	54	62	0	0	0	0	15	15	26	26	0	0	0	0	0	0	0	0	0	0	118	126
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	5	3	0	0	0	0	2	2	0	0	0	0	0	7	3	5	0	0	0	0	0	0	0	0	0	0	10	17
Taxi	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	0	4	8
Subway/Railroad	0	0	0	0	42	21	0	0	0	0	2	3	0	0	0	0	0	20	3	6	0	0	0	0	0	0	0	0	0	0	47	50
Bus	0	0	0	0	8	4	0	0	0	0	2	3	0	0	0	0	0	7	1	2	0	0	0	0	0	0	0	0	0	0	11	16
Walk/Other	0	0	0	0	9	5	0	0	0	0	38	43	0	0	0	0	0	7	1	2	0	0	0	0	0	0	0	0	0	0	48	57
Total	0	0	0	0	65	33	0	0	0	0	45	53	0	0	0	0	0	42	10	20	0	0	0	0	0	0	0	0	0	0	120	148
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	3	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	10	9
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	5	5
Subway/Railroad	0	0	0	0	29	26	0	0	0	0	4	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	37	34
Bus	0	0	0	0	5	5	0	0	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	10	10
Walk/Other	0	0	0	0	6	6	0	0	0	0	59	69	0	0	0	0	7	7	1	1	0	0	0	0	0	0	0	0	0	0	73	83
Total	0	0	0	0	44	40	0	0	0	0	72	82	0	0	0	0	7	7	12	12	0	0	0	0	0	0	0	0	0	0	135	141
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	5	0	0	0	0	1	1	0	0	0	0	6	0	5	1	0	0	0	0	0	0	0	0	0	0	13	7
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	0	0	8	2
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	7	7	0	0	0	0	0	0	0	0	0	0	9	9
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	6	0	0	0	0	1	1	0	0	0	0	7	1	12	8	0	0	0	0	0	0	0	0	0	0	22	16
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	6	7
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	3	4	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	17	18
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	4	3	0	0	0	0	1	1	0	0	0	0	0	6	2	3	0	0	0	0	0	0	0	0	0	0	7	13
Taxi	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	4	6
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	1	1	6	6	0	0	0	0	0	0	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	5	4	0	0	0	0	3	3	0	0	0	0	1	7	8	9	0	0	0	0	0	0	0	0	0	0	17	23
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4	4
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	13	13

Total Vehicle Trips	In	Out	Total
AM	**22**	**16**	**38**
MD	**17**	**18**	**35**
PM	**17**	**23**	**40**
SAT	**13**	**13**	**26**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 18

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-8,449 gsf		16,343 gsf		132 DU		0 gsf		0 gsf		0 gsf		0 gsf		-18,210 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-32		36		108		0		0		0		0		-36		0		0		0		0		0		0		0		76	
MD	-198		46		54		0		0		0		0		-30		0		0		0		0		0		0		0		-128	
PM	-104		42		118		0		0		0		0		-38		0		0		0		0		0		0		0		18	
SAT	-122		12		102		0		0		0		0		-6		0		0		0		0		0		0		0		-14	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	6	0	1	7	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	-3	-3	16	1	11	60	0	0	0	0	0	0	0	0	-15	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	56
Bus	-1	-1	6	0	2	11	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
Walk/Other	-12	-12	6	0	2	13	0	0	0	0	0	0	0	0	-5	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	0
Total	-16	-16	35	1	16	92	0	0	0	0	0	0	0	0	-31	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	72
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	-16	-16	1	1	18	18	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	-4	-4	1	1	3	3	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-77	-77	19	21	4	4	0	0	0	0	0	0	0	0	-13	-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-67	-65
Total	-99	-99	22	24	27	27	0	0	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-65	-63
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	1	6	6	3	0	0	0	0	0	0	0	0	-1	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	-9	-9	3	17	52	25	0	0	0	0	0	0	0	0	-2	-16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	17
Bus	-2	-2	1	6	9	5	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Walk/Other	-40	-40	1	6	11	6	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-29	-33
Total	-52	-52	6	36	79	39	0	0	0	0	0	0	0	0	-5	-33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	-10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-13	-13	0	0	36	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	18
Bus	-5	-5	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-39	-39	7	5	8	7	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-30
Total	-61	-61	7	5	54	48	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-11
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	5	0	1	6	0	0	0	0	0	0	0	0	-4	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	6	1	2	7	0	0	0	0	0	0	0	0	-6	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	-1	-1	2	2	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	1	5	5	3	0	0	0	0	0	0	0	0	-1	-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	2	6	6	4	0	0	0	0	0	0	0	0	-2	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	**2**	**5**	**7**
MD	**1**	**1**	**2**
PM	**5**	**3**	**8**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 19

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		11,572 gsf		80 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		26		66		0		0		0		0		0		0		0		0		0		0		0		0		92	
MD	0		32		34		0		0		0		0		0		0		0		0		0		0		0		0		66	
PM	0		30		72		0		0		0		0		0		0		0		0		0		0		0		0		102	
SAT	0		8		62		0		0		0		0		0		0		0		0		0		0		0		0		70	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	13	1	7	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	37
Bus	0	0	4	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7
Walk/Other	0	0	4	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9
Total	0	0	25	1	10	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	57
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	1	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Bus	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	14	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Total	0	0	16	16	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	2	13	32	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	28
Bus	0	0	1	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Walk/Other	0	0	1	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7
Total	0	0	5	25	49	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	48
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	21	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	20
Bus	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	0	0	4	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
Total	0	0	4	4	33	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	33
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1

Total Vehicle Trips	In	Out	Total
AM	**4**	**3**	**7**
MD	**1**	**1**	**2**
PM	**4**	**5**	**9**
SAT	**2**	**1**	**3**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 20

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	3,904 gsf		12,756 gsf		90 DU		0 gsf		0 gsf		9,867 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	16		28		74		0		0		62		0		0		0		0		0		0		0		0		0		180	
MD	92		36		38		0		0		244		0		0		0		0		0		0		0		0		0		410	
PM	50		34		80		0		0		204		0		0		0		0		0		0		0		0		0		368	
SAT	58		10		70		0		0		322		0		0		0		0		0		0		0		0		0		460	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	5	0	1	5	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	1	1	14	1	8	41	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	45
Bus	0	0	4	0	1	7	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	9
Walk/Other	7	7	4	0	2	9	0	0	0	0	23	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	45
Total	8	8	27	1	12	62	0	0	0	0	27	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	106
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8
Taxi	0	0	1	1	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Subway/Railroad	8	8	1	1	12	12	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	28
Bus	2	2	1	1	2	2	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12
Walk/Other	35	35	14	16	3	3	0	0	0	0	93	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145	163
Total	46	46	17	19	19	19	0	0	0	0	112	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	216
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	5	4	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	12
Taxi	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway/Railroad	4	4	2	14	36	17	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	40
Bus	1	1	1	5	6	3	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14
Walk/Other	19	19	1	5	8	4	0	0	0	0	80	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	118
Total	25	25	5	29	54	26	0	0	0	0	97	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	181	187
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	3	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Subway/Railroad	6	6	0	0	24	22	0	0	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37
Bus	3	3	0	0	4	4	0	0	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	16
Walk/Other	18	18	6	4	5	5	0	0	0	0	123	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	152	172
Total	29	29	6	4	36	34	0	0	0	0	147	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	218	242
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	4	0	1	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	0	1	4	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Taxi	0	0	1	1	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	2	1	1	0	0	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	1	4	3	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	9
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	4	3	2	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	2	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13

Total Vehicle Trips	In	Out	Total
AM	**8**	**7**	**15**
MD	**11**	**12**	**23**
PM	**11**	**13**	**24**
SAT	**13**	**13**	**26**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 21

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	10,565 gsf		0 gsf		72 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		13,665 gsf		13,665 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	40		0		60		0		0		0		0		0		34		28		0		0		0		0		0		162	
MD	248		0		30		0		0		0		0		0		24		42		0		0		0		0		0		344	
PM	130		0		64		0		0		0		0		0		34		24		0		0		0		0		0		252	
SAT	154		0		56		0		0		0		0		0		10		18		0		0		0		0		0		238	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	4	0	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	0	0	0	0	0	0	0	0	14	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	0	0	0	0	0	0	0	7	1
Subway/Railroad	3	3	0	0	6	34	0	0	0	0	0	0	0	0	0	0	16	0	7	1	0	0	0	0	0	0	0	0	0	0	32	38
Bus	1	1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	0	0	0	0	0	0	0	0	11	7
Walk/Other	15	15	0	0	1	7	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	24	22
Total	20	20	0	0	9	51	0	0	0	0	0	0	0	0	0	0	34	0	25	3	0	0	0	0	0	0	0	0	0	0	88	74
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	7	7
Subway/Railroad	20	20	0	0	10	10	0	0	0	0	0	0	0	0	0	0	1	1	6	6	0	0	0	0	0	0	0	0	0	0	37	37
Bus	5	5	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	10	10
Walk/Other	95	95	0	0	2	2	0	0	0	0	0	0	0	0	0	0	10	10	2	2	0	0	0	0	0	0	0	0	0	0	109	109
Total	124	124	0	0	15	15	0	0	0	0	0	0	0	0	0	0	12	12	21	21	0	0	0	0	0	0	0	0	0	0	172	172
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	6	2	4	0	0	0	0	0	0	0	0	0	0	7	14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	0	0	0	2	5
Subway/Railroad	11	11	0	0	28	14	0	0	0	0	0	0	0	0	0	0	0	16	2	4	0	0	0	0	0	0	0	0	0	0	41	45
Bus	3	3	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	6	1	2	0	0	0	0	0	0	0	0	0	0	9	14
Walk/Other	49	49	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	56	59
Total	65	65	0	0	42	22	0	0	0	0	0	0	0	0	0	0	0	34	8	16	0	0	0	0	0	0	0	0	0	0	115	137
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Subway/Railroad	16	16	0	0	20	17	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	39	36
Bus	7	7	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	12	11
Walk/Other	49	49	0	0	4	4	0	0	0	0	0	0	0	0	0	0	5	5	1	1	0	0	0	0	0	0	0	0	0	0	59	59
Total	77	77	0	0	30	26	0	0	0	0	0	0	0	0	0	0	5	5	9	9	0	0	0	0	0	0	0	0	0	0	121	117
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	5	0	4	1	0	0	0	0	0	0	0	0	0	0	11	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	6	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	6	1	9	6	0	0	0	0	0	0	0	0	0	0	17	11
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Taxi (Balanced)	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	17	17
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	1	2	0	0	0	0	0	0	0	0	0	0	5	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	2	4
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	1	6	6	7	0	0	0	0	0	0	0	0	0	0	11	16
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	9	9

Total Vehicle Trips	In	Out	Total
AM	**17**	**11**	**28**
MD	**17**	**17**	**34**
PM	**11**	**16**	**27**
SAT	**9**	**9**	**18**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 22

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		9,500 gsf		111 DU		0 gsf		0 gsf		0 gsf		0 gsf		-9,500 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		22		90		0		0		0		0		-20		0		0		0		0		0		0		0		92	
MD	0		26		46		0		0		0		0		-16		0		0		0		0		0		0		0		56	
PM	0		24		100		0		0		0		0		-20		0		0		0		0		0		0		0		104	
SAT	0		8		86		0		0		0		0		-4		0		0		0		0		0		0		0		90	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	0	1	6	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	0	0	11	1	9	49	0	0	0	0	0	0	0	0	-10	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	49
Bus	0	0	3	0	2	9	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
Walk/Other	0	0	3	0	2	11	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
Total	0	0	21	1	14	76	0	0	0	0	0	0	0	0	-19	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	76
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	1	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Bus	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	0	0	11	11	3	3	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	0	13	13	23	23	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	4	5	3	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	0	0	2	9	43	21	0	0	0	0	0	0	0	0	-1	-10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	20
Bus	0	0	1	3	8	4	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	4
Walk/Other	0	0	1	3	10	5	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5
Total	0	0	5	19	67	33	0	0	0	0	0	0	0	0	-1	-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	33
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	31	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	26
Bus	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	0	0	4	4	6	6	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Total	0	0	4	4	46	40	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	42
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	3	0	1	5	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	2	6	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	1	3	4	3	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	3	5	4	0	0	0	0	0	0	0	0	0	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

Total Vehicle Trips	In	Out	Total
AM	**2**	**6**	**8**
MD	**1**	**1**	**2**
PM	**6**	**4**	**10**
SAT	**2**	**2**	**4**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

3/28/2017

Site 23

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		7,898 gsf		37 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		18		30		0		0		0		0		0		0		0		0		0		0		0		0		48	
MD	0		22		16		0		0		0		0		0		0		0		0		0		0		0		0		38	
PM	0		20		34		0		0		0		0		0		0		0		0		0		0		0		0		54	
SAT	0		6		30		0		0		0		0		0		0		0		0		0		0		0		0		36	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	9	0	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	16
Bus	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	0	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	18	0	5	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	25
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	9	9	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Total	0	0	11	11	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	9	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Bus	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	0	0	0	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Total	0	0	2	18	23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	29
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Bus	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	0	0	3	3	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

	Total Vehicle Trips		
	In	Out	Total
AM	3	2	5
MD	1	1	2
PM	3	4	7
SAT	1	1	2

Notes:

40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.

25% taxi overlap

Site 24

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		50 DU		0 gsf		0 gsf		0 gsf		0 gsf		19,440 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		42		0		0		0		0		38		0		0		0		0		0		0		0		80	
MD	0		0		22		0		0		0		0		32		0		0		0		0		0		0		0		54	
PM	0		0		46		0		0		0		0		42		0		0		0		0		0		0		0		88	
SAT	0		0		40		0		0		0		0		6		0		0		0		0		0		0		0		46	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	0	0	0	0	4	23	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	25
Bus	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	0	0	0	0	1	5	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	0	0	0	7	35	0	0	0	0	0	0	0	0	33	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	7	7	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Total	0	0	0	0	11	11	0	0	0	0	0	0	0	0	16	16	0	0	0	0	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	0	0	0	0	21	10	0	0	0	0	0	0	0	0	2	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	27
Bus	0	0	0	0	4	2	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8
Walk/Other	0	0	0	0	4	2	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8
Total	0	0	0	0	31	15	0	0	0	0	0	0	0	0	5	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	52
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	14	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	12
Bus	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	0	0	0	21	19	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	22
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Total Vehicle Trips	In	Out	Total
AM	8	6	14
MD	2	2	4
PM	4	8	12
SAT	1	1	2

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 25

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		23 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		20		0		0		0		0		0		0		0		0		0		0		0		0		20	
MD	0		0		10		0		0		0		0		0		0		0		0		0		0		0		0		10	
PM	0		0		22		0		0		0		0		0		0		0		0		0		0		0		0		22	
SAT	0		0		18		0		0		0		0		0		0		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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	3	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5
Bus	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	0	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**1**	**1**
MD	**0**	**0**	**0**
PM	**1**	**1**	**2**
SAT	**1**	**1**	**2**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 26

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	1,283 gsf	0 gsf	62 DU	0 gsf	0 gsf	0 gsf	0 gsf	-3,780 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	6	0	52	0	0	0	0	-8	0	0	0	0	0	0	0	50
MD	30	0	26	0	0	0	0	-8	0	0	0	0	0	0	0	48
PM	16	0	56	0	0	0	0	-8	0	0	0	0	0	0	0	64
SAT	20	0	48	0	0	0	0	-2	0	0	0	0	0	0	0	66

Person Trips:

AM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	29	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29
Bus	0	0	0	0	1	5	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Walk/Other	3	3	0	0	1	6	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9
Total	3	3	0	0	8	44	0	0	0	0	0	0	0	0	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	47

MD	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Bus	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	12	12	0	0	2	2	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Total	15	15	0	0	13	13	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24

PM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	1	1	0	0	25	13	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	10
Bus	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Walk/Other	7	7	0	0	5	3	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	9
Total	8	8	0	0	37	19	0	0	0	0	0	0	0	0	0	-8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	19

SAT	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	2	2	0	0	17	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17
Bus	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	6	6	0	0	4	3	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
Total	10	10	0	0	25	23	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	32

Vehicle Trips :

AM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	3

MD	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

PM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-1

SAT	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

Total Vehicle Trips

	In	Out	Total
AM	-1	3	2
MD	1	1	2
PM	3	-1	2
SAT	2	2	4

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 27

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	0 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Person Trips:

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Trips :

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips

	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 28

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-3,277 gsf	0 gsf	21 DU	1,000 gsf	0 gsf	0 gsf	0 gsf	0 gsf	-2,400 gsf	-2,400 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-14	0	18	0	0	0	0	0	-6	-6	0	0	0	0	0	-8
MD	-78	0	10	10	0	0	0	0	-6	-8	0	0	0	0	0	-72
PM	-42	0	20	14	0	0	0	0	-6	-6	0	0	0	0	0	-20
SAT	-48	0	18	18	0	0	0	0	-2	-4	0	0	0	0	0	-18

Person Trips:

	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0
Subway/Railroad	-1	-1	0	0	2	10	0	0	0	0	0	0	0	0	0	0	-3	0	-2	0	0	0	0	0	0	0	0	0	0	0	-4	9
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-2	2
Walk/Other	-6	-6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-8	-3
Total	-7	-7	0	0	2	16	0	0	0	0	0	0	0	0	0	0	-6	0	-6	0	0	0	0	0	0	0	0	0	0	0	-17	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	-2
Subway/Railroad	-6	-6	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-3	-3
Bus	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-30	-30	0	0	1	1	4	4	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	-28	-28
Total	-39	-39	0	0	5	5	5	5	0	0	0	0	0	0	0	0	-3	-3	-4	-4	0	0	0	0	0	0	0	0	0	0	-36	-36
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	-3	-3	0	0	8	4	2	1	0	0	0	0	0	0	0	0	0	-3	-1	-1	0	0	0	0	0	0	0	0	0	0	6	-2
Bus	-1	-1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	1	-1
Walk/Other	-16	-16	0	0	2	1	7	4	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	-7	-12
Total	-21	-21	0	0	13	7	9	5	0	0	0	0	0	0	0	0	0	-6	-3	-3	0	0	0	0	0	0	0	0	0	0	-2	-18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Subway/Railroad	-5	-5	0	0	6	6	2	2	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	2	2
Bus	-2	-2	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-15	-15	0	0	1	1	5	5	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	-10	-10
Total	-24	-24	0	0	9	9	9	9	0	0	0	0	0	0	0	0	-1	-1	-2	-2	0	0	0	0	0	0	0	0	0	0	-9	-9

Vehicle Trips :

	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	-2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-1	0	-2	-1	0	0	0	0	0	0	0	0	0	0	-3	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0	0	0	-4	-4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	-6	-6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-1	-3	-3	0	0	0	0	0	0	0	0	0	0	-3	-4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	-2

Total Vehicle Trips

	In	Out	Total
AM	**-3**	**0**	**-3**
MD	**-6**	**-6**	**-12**
PM	**-3**	**-4**	**-7**
SAT	**-2**	**-2**	**-4**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

3/28/2017

Site 29

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-8,357 gsf		5,790 gsf		53 DU		0 gsf		0 gsf		8,357 gsf		0 gsf		0 gsf		2,000 gsf		2,000 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-32		14		44		0		0		52		0		0		6		6		0		0		0		0		0		90	
MD	-196		16		22		0		0		206		0		0		4		8		0		0		0		0		0		60	
PM	-104		16		48		0		0		172		0		0		6		4		0		0		0		0		0		142	
SAT	-122		4		42		0		0		272		0		0		2		4		0		0		0		0		0		202	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	0	1	3	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway/Railroad	-3	-3	7	1	5	24	0	0	0	0	1	1	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	15	23
Bus	-1	-1	2	0	1	4	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	5	4
Walk/Other	-12	-12	2	0	1	5	0	0	0	0	19	25	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	12	18
Total	-16	-16	13	1	8	36	0	0	0	0	23	29	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	40	50
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	4	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	4
Subway/Railroad	-16	-16	1	1	7	7	0	0	0	0	5	6	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-1	0
Bus	-4	-4	0	0	1	1	0	0	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	-76	-76	7	7	2	2	0	0	0	0	79	92	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	14	27
Total	-98	-98	8	8	11	11	0	0	0	0	96	110	0	0	0	0	2	2	4	4	0	0	0	0	0	0	0	0	0	0	23	37
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	2	3	1	0	0	0	0	3	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	8
Taxi	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	4
Subway/Railroad	-9	-9	2	8	21	10	0	0	0	0	4	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	19	18
Bus	-2	-2	0	2	4	2	0	0	0	0	4	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	8
Walk/Other	-40	-40	0	2	5	2	0	0	0	0	67	75	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	32	40
Total	-52	-52	2	14	33	15	0	0	0	0	80	92	0	0	0	0	0	6	1	3	0	0	0	0	0	0	0	0	0	0	64	78
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	0	0	2	2	0	0	0	0	5	6	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway/Railroad	-13	-13	0	0	14	13	0	0	0	0	6	7	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	8	8
Bus	-5	-5	0	0	3	2	0	0	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	-39	-39	2	2	3	3	0	0	0	0	105	122	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	72	89
Total	-61	-61	2	2	22	20	0	0	0	0	126	146	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	92	110
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	2	0	1	3	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	1	3	0	0	0	0	3	3	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	9	7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	6	6	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	9	9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	2	3	1	0	0	0	0	2	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	6
Taxi	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	2	3	1	0	0	0	0	5	5	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	8	10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	0	0	1	1	0	0	0	0	3	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-2	-2	0	0	1	1	0	0	0	0	8	9	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	8	9

	Total Vehicle Trips		
	In	Out	Total
AM	9	7	16
MD	9	9	18
PM	8	10	18
SAT	8	9	17

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 30

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		39 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		8,993 gsf		8,993 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		32		0		0		0		0		0		22		20		0		0		0		0		0		74	
MD	0		0		16		0		0		0		0		0		16		28		0		0		0		0		0		60	
PM	0		0		36		0		0		0		0		0		22		16		0		0		0		0		0		74	
SAT	0		0		30		0		0		0		0		0		8		12		0		0		0		0		0		50	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	9	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	4	1
Subway/Railroad	0	0	0	0	3	17	0	0	0	0	0	0	0	0	0	0	10	0	4	1	0	0	0	0	0	0	0	0	0	0	17	18
Bus	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	7	4
Walk/Other	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	7	4
Total	0	0	0	0	5	27	0	0	0	0	0	0	0	0	0	0	22	0	17	3	0	0	0	0	0	0	0	0	0	0	44	30
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4	4
Subway/Railroad	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	8	8
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	8	8	1	1	0	0	0	0	0	0	0	0	0	0	10	10
Total	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	8	8	14	14	0	0	0	0	0	0	0	0	0	0	30	30
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	4	1	3	0	0	0	0	0	0	0	0	0	0	3	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	1	3
Subway/Railroad	0	0	0	0	16	8	0	0	0	0	0	0	0	0	0	0	0	10	1	3	0	0	0	0	0	0	0	0	0	0	17	21
Bus	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	4	6
Walk/Other	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	0	0	4	7
Total	0	0	0	0	24	12	0	0	0	0	0	0	0	0	0	0	0	22	5	11	0	0	0	0	0	0	0	0	0	0	29	45
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	11	11
Bus	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	0	7	7
Total	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	4	4	6	6	0	0	0	0	0	0	0	0	0	0	25	25
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	6	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	6	4	0	0	0	0	0	0	0	0	0	0	9	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	8	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	3	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	1	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	5	6	0	0	0	0	0	0	0	0	0	0	7	10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	4	4

	Total Vehicle Trips		
	In	Out	Total
AM	9	6	15
MD	8	8	16
PM	7	10	17
SAT	4	4	8

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 31

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		11 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		10		0		0		0		0		0		0		0		0		0		0		0		0		10	
MD	0		0		6		0		0		0		0		0		0		0		0		0		0		0		0		6	
PM	0		0		10		0		0		0		0		0		0		0		0		0		0		0		0		10	
SAT	0		0		10		0		0		0		0		0		0		0		0		0		0		0		0		10	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**1**	**1**
MD	**0**	**0**	**0**
PM	**1**	**0**	**1**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 32

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-3,910 gsf		0 gsf		37 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-16		0		30		0		0		0		0		0		0		0		0		0		0		0		0		14	
MD	-92		0		16		0		0		0		0		0		0		0		0		0		0		0		0		-76	
PM	-50		0		34		0		0		0		0		0		0		0		0		0		0		0		0		-16	
SAT	-58		0		30		0		0		0		0		0		0		0		0		0		0		0		0		-28	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-1	-1	0	0	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15
Bus	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Walk/Other	-7	-7	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-3
Total	-8	-8	0	0	5	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	17
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-8	-8	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Bus	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-35	-35	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-34	-34
Total	-46	-46	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-38	-38
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-4	-4	0	0	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3
Bus	-1	-1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Walk/Other	-19	-19	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-17
Total	-25	-25	0	0	23	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-14
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-6	-6	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	-3	-3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-18	-18	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-16
Total	-29	-29	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-14	-14
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**2**	**2**
MD	**0**	**0**	**0**
PM	**1**	**0**	**1**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 33

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		7,799 gsf		56 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		18		46		0		0		0		0		0		0		0		0		0		0		0		0		64	
MD	0		22		24		0		0		0		0		0		0		0		0		0		0		0		0		46	
PM	0		20		50		0		0		0		0		0		0		0		0		0		0		0		0		70	
SAT	0		6		44		0		0		0		0		0		0		0		0		0		0		0		0		50	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	9	0	5	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	25
Bus	0	0	3	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Walk/Other	0	0	3	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Total	0	0	18	0	8	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	38
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	1	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Bus	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	9	9	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Total	0	0	11	11	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	9	22	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	20
Bus	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Walk/Other	0	0	0	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	0	0	2	18	34	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	34
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	14
Bus	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	0	0	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	0	3	3	23	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	24
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

	Total Vehicle Trips		
	In	Out	Total
AM	**4**	**3**	**7**
MD	**1**	**1**	**2**
PM	**4**	**4**	**8**
SAT	**1**	**1**	**2**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 35

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	194 gsf	0 gsf	5 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
MD	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
PM	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
SAT	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8

Person Trips:																												
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	1	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	3	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Total	2	2	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	1	1
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 36

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		3 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
MD	0		0		2		0		0		0		0		0		0		0		0		0		0		0		0		2	
PM	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
SAT	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	**0**	**0**	**0**
MD	**0**	**0**	**0**
PM	**0**	**0**	**0**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 37

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	2 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
SAT	0	0	2	0	0	0	0	0	0	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Vehicle Trips :																												
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 38

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		26 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		22		0		0		0		0		0		0		0		0		0		0		0		0		22	
MD	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		12	
PM	0		0		24		0		0		0		0		0		0		0		0		0		0		0		0		24	
SAT	0		0		20		0		0		0		0		0		0		0		0		0		0		0		0		20	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	2	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5
Bus	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	0	0	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	0	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	9
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**1**	**1**
MD	**0**	**0**	**0**
PM	**1**	**1**	**2**
SAT	**1**	**1**	**2**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 39

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		4 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
MD	0		0		2		0		0		0		0		0		0		0		0		0		0		0		0		2	
PM	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
SAT	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 40

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		9 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		8		0		0		0		0		0		0		0		0		0		0		0		0		8	
MD	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
PM	0		0		8		0		0		0		0		0		0		0		0		0		0		0		0		8	
SAT	0		0		8		0		0		0		0		0		0		0		0		0		0		0		0		8	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**1**	**1**
MD	**0**	**0**	**0**
PM	**0**	**0**	**0**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 41

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-6,120 gsf		0 gsf		12 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		6,120 gsf		6,120 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-24		0		10		0		0		0		0		0		16		14		0		0		0		0		0		16	
MD	-144		0		6		0		0		0		0		0		12		20		0		0		0		0		0		-106	
PM	-76		0		12		0		0		0		0		0		16		12		0		0		0		0		0		-36	
SAT	-90		0		10		0		0		0		0		0		6		8		0		0		0		0		0		-66	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	6	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
Subway/Railroad	-2	-2	0	0	1	6	0	0	0	0	0	0	0	0	0	0	7	0	5	0	0	0	0	0	0	0	0	0	0	0	11	4
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	5	1
Walk/Other	-10	-10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	-6	-9
Total	-12	-12	0	0	1	9	0	0	0	0	0	0	0	0	0	0	16	0	14	0	0	0	0	0	0	0	0	0	0	0	19	-3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Subway/Railroad	-12	-12	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-6	-6
Bus	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-2	-2
Walk/Other	-55	-55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-49	-49
Total	-72	-72	0	0	3	3	0	0	0	0	0	0	0	0	0	0	6	6	10	10	0	0	0	0	0	0	0	0	0	0	-53	-53
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	0	0	0	1	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Subway/Railroad	-6	-6	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	7	1	2	0	0	0	0	0	0	0	0	0	0	0	6
Bus	-2	-2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	-29	-29	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	-28	-24
Total	-38	-38	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	16	4	8	0	0	0	0	0	0	0	0	0	0	-26	-10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	-9	-9	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-4	-4
Bus	-4	-4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Walk/Other	-29	-29	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-25	-25
Total	-45	-45	0	0	5	5	0	0	0	0	0	0	0	0	0	0	3	3	4	4	0	0	0	0	0	0	0	0	0	0	-33	-33
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	5	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	5	3	0	0	0	0	0	0	0	0	0	0	8	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0	0	4	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1

	Total Vehicle Trips		
	In	Out	Total
AM	8	4	12
MD	6	6	12
PM	4	6	10
SAT	1	1	2

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 42

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		4 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
MD	0		0		2		0		0		0		0		0		0		0		0		0		0		0		0		2	
PM	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
SAT	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**0**	**0**
MD	**0**	**0**	**0**
PM	**0**	**0**	**0**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 43

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		19 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		16		0		0		0		0		0		0		0		0		0		0		0		0		16	
MD	0		0		8		0		0		0		0		0		0		0		0		0		0		0		0		8	
PM	0		0		18		0		0		0		0		0		0		0		0		0		0		0		0		18	
SAT	0		0		16		0		0		0		0		0		0		0		0		0		0		0		0		16	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	0	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**1**	**1**
MD	**0**	**0**	**0**
PM	**1**	**0**	**1**
SAT	**1**	**1**	**2**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 44

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		5 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		6		0		0		0		0		0		0		0		0		0		0		0		0		6	
MD	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
PM	0		0		6		0		0		0		0		0		0		0		0		0		0		0		0		6	
SAT	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 45

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		3 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
MD	0		0		2		0		0		0		0		0		0		0		0		0		0		0		0		2	
PM	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
SAT	0		0		4		0		0		0		0		0		0		0		0		0		0		0		0		4	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 46

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-4,609 gsf		0 gsf		12 DU		4,609 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-18		0		10		0		0		0		0		0		0		0		0		0		0		0		0		-8	
MD	-108		0		6		38		0		0		0		0		0		0		0		0		0		0		0		-64	
PM	-58		0		12		58		0		0		0		0		0		0		0		0		0		0		0		12	
SAT	-68		0		10		80		0		0		0		0		0		0		0		0		0		0		0		22	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-1	-1	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	-8	-8	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-7
Total	-9	-9	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-9	-9	0	0	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Bus	-2	-2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-42	-42	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-27	-27
Total	-54	-54	0	0	3	3	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-32	-32
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-5	-5	0	0	5	3	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1
Bus	-1	-1	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Walk/Other	-22	-22	0	0	1	1	30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-6
Total	-29	-29	0	0	8	4	39	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	-6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-7	-7	0	0	3	3	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	-3	-3	0	0	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	-22	-22	0	0	1	1	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	-34	-34	0	0	5	5	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**1**	**1**
MD	**-1**	**-1**	**-2**
PM	**0**	**-1**	**-1**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 47

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	4 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4

Person Trips:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

Vehicle Trips :	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 48

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		1 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		2		0		0		0		0		0		0		0		0		0		0		0		0		2	
MD	0		0		2		0		0		0		0		0		0		0		0		0		0		0		0		2	
PM	0		0		2		0		0		0		0		0		0		0		0		0		0		0		0		2	
SAT	0		0		2		0		0		0		0		0		0		0		0		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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	**0**	**0**	**0**
MD	**0**	**0**	**0**
PM	**0**	**0**	**0**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 49

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-10,800 gsf		0 gsf		60 DU		0 gsf		12,314 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-40		0		50		0		30		0		0		0		0		0		0		0		0		0		0		40	
MD	-254		0		26		0		88		0		0		0		0		0		0		0		0		0		0		-140	
PM	-134		0		54		0		88		0		0		0		0		0		0		0		0		0		0		8	
SAT	-156		0		48		0		126		0		0		0		0		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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	3	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway/Railroad	-3	-3	0	0	5	28	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	28
Bus	-1	-1	0	0	1	5	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
Walk/Other	-15	-15	0	0	1	6	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-5
Total	-20	-20	0	0	8	42	0	0	19	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	33
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	0	0	1	1	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Taxi	-1	-1	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway/Railroad	-21	-21	0	0	8	8	0	0	12	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-2
Bus	-5	-5	0	0	2	2	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	-97	-97	0	0	2	2	0	0	18	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-77	-80
Total	-127	-127	0	0	13	13	0	0	47	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-67	-73
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	3	1	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Taxi	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway/Railroad	-11	-11	0	0	24	12	0	0	11	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	14
Bus	-3	-3	0	0	4	2	0	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	-51	-51	0	0	5	3	0	0	15	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-31	-31
Total	-67	-67	0	0	36	18	0	0	41	47	0	0	0	0	0	0	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-5	0	0	2	2	0	0	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	7
Taxi	0	0	0	0	0	0	0	0	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Subway/Railroad	-16	-16	0	0	16	15	0	0	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	8
Bus	-7	-7	0	0	3	3	0	0	14	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	7
Walk/Other	-50	-50	0	0	4	3	0	0	25	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-21	-26
Total	-78	-78	0	0	25	23	0	0	69	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	3	0	0	4	3	0	0	0	0	0	0	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	0	0	1	1	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	-1	-1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	-2	-2	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-4	-4	0	0	1	1	0	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	3	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	3	1	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-3	-3	0	0	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-3	-3	0	0	1	1	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6

	Total Vehicle Trips		
	In	Out	Total
AM	**4**	**5**	**9**
MD	**5**	**4**	**9**
PM	**9**	**8**	**17**
SAT	**6**	**6**	**12**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 50

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	0 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Person Trips:

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Trips :

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips

	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 51

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		10 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		10		0		0		0		0		0		0		0		0		0		0		0		0		10	
MD	0		0		6		0		0		0		0		0		0		0		0		0		0		0		0		6	
PM	0		0		10		0		0		0		0		0		0		0		0		0		0		0		0		10	
SAT	0		0		8		0		0		0		0		0		0		0		0		0		0		0		0		8	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**1**	**1**
MD	**0**	**0**	**0**
PM	**1**	**0**	**1**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 52

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	226 gsf	0 gsf	6 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
MD	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
PM	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
SAT	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10

Person Trips:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	1	1	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	3	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Total	2	2	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	2	2	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5

Vehicle Trips :	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 53

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-3,375 gsf		0 gsf		3 DU		3,375 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-14		0		4		0		0		0		0		0		0		0		0		0		0		0		0		-10	
MD	-80		0		2		28		0		0		0		0		0		0		0		0		0		0		0		-50	
PM	-42		0		4		42		0		0		0		0		0		0		0		0		0		0		0		4	
SAT	-50		0		4		58		0		0		0		0		0		0		0		0		0		0		0		12	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-1	-1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-6	-6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-5
Total	-7	-7	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-7	-7	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Bus	-2	-2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-31	-31	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-20	-20
Total	-40	-40	0	0	1	1	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-25	-25
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-3	-3	0	0	3	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Bus	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-16	-16	0	0	0	0	22	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	-5
Total	-21	-21	0	0	3	1	28	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	-6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-5	-5	0	0	2	2	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	-2	-2	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-16	-16	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	-25	-25	0	0	2	2	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**0**	**0**
MD	**0**	**0**	**0**
PM	**-1**	**-1**	**-2**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 54

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		15 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		14		0		0		0		0		0		0		0		0		0		0		0		0		14	
MD	0		0		8		0		0		0		0		0		0		0		0		0		0		0		0		8	
PM	0		0		14		0		0		0		0		0		0		0		0		0		0		0		0		14	
SAT	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		12	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	**0**	**1**	**1**
MD	**0**	**0**	**0**
PM	**1**	**0**	**1**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 55

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-4,775 gsf		0 gsf		14 DU		4,775 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-18		0		12		0		0		0		0		0		0		0		0		0		0		0		0		-6	
MD	-112		0		6		40		0		0		0		0		0		0		0		0		0		0		0		-66	
PM	-60		0		14		60		0		0		0		0		0		0		0		0		0		0		0		14	
SAT	-70		0		12		82		0		0		0		0		0		0		0		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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-1	-1	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	-8	-8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6
Total	-9	-9	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-9	-9	0	0	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Bus	-2	-2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-43	-43	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-28	-28
Total	-56	-56	0	0	3	3	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-33	-33
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-5	-5	0	0	7	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Bus	-1	-1	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	-23	-23	0	0	1	1	31	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	-7
Total	-30	-30	0	0	9	5	41	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	-6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-7	-7	0	0	4	4	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Bus	-3	-3	0	0	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	-22	-22	0	0	1	1	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	-35	-35	0	0	6	6	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	-2	-2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**0**	**0**
MD	**0**	**0**	**0**
PM	**-1**	**-1**	**-2**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 56

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		50 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		42		0		0		0		0		0		0		0		0		0		0		0		0		42	
MD	0		0		22		0		0		0		0		0		0		0		0		0		0		0		0		22	
PM	0		0		46		0		0		0		0		0		0		0		0		0		0		0		0		46	
SAT	0		0		40		0		0		0		0		0		0		0		0		0		0		0		0		40	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23
Bus	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Walk/Other	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Total	0	0	0	0	7	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	35
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	21	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	10
Bus	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Walk/Other	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Total	0	0	0	0	31	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	15
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	13	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	12
Bus	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	21	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	19
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Total Vehicle Trips	In	Out	Total
AM	**1**	**3**	**4**
MD	**1**	**1**	**2**
PM	**2**	**1**	**3**
SAT	**1**	**1**	**2**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

3/28/2017

Site 57

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		18 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		16		0		0		0		0		0		0		0		0		0		0		0		0		16	
MD	0		0		8		0		0		0		0		0		0		0		0		0		0		0		0		8	
PM	0		0		16		0		0		0		0		0		0		0		0		0		0		0		0		16	
SAT	0		0		14		0		0		0		0		0		0		0		0		0		0		0		0		14	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	0	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Total Vehicle Trips	In	Out	Total
AM	0	1	1
MD	0	0	0
PM	1	0	1
SAT	1	1	2

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 58

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-2,491 gsf		0 gsf		2 DU		2,491 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-10		0		2		0		0		0		0		0		0		0		0		0		0		0		0		-8	
MD	-60		0		2		22		0		0		0		0		0		0		0		0		0		0		0		-36	
PM	-32		0		2		32		0		0		0		0		0		0		0		0		0		0		0		2	
SAT	-36		0		2		44		0		0		0		0		0		0		0		0		0		0		0		10	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-1	-1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Total	-5	-5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	-3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-5	-5	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Bus	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-23	-23	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-15	-15
Total	-30	-30	0	0	1	1	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-18	-18
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-3	-3	0	0	2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	-1
Bus	-1	-1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	-12	-12	0	0	0	0	16	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-4
Total	-16	-16	0	0	2	0	22	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	-6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-4	-4	0	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	-2	-2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-11	-11	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	-18	-18	0	0	1	1	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**0**	**0**
MD	**-1**	**-1**	**-2**
PM	**0**	**0**	**0**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 59

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	-5,820 gsf		0 gsf		17 DU		5,820 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	-22		0		14		0		0		0		0		0		0		0		0		0		0		0		0		-8	
MD	-138		0		8		48		0		0		0		0		0		0		0		0		0		0		0		-82	
PM	-72		0		16		72		0		0		0		0		0		0		0		0		0		0		0		16	
SAT	-84		0		14		100		0		0		0		0		0		0		0		0		0		0		0		30	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-2	-2	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	7
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	-9	-9	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-9	-6
Total	-11	-11	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-10	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-11	-11	0	0	3	3	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-4
Bus	-3	-3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Walk/Other	-53	-53	0	0	1	1	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-34	-34
Total	-69	-69	0	0	4	4	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-41	-41
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-6	-6	0	0	7	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Bus	-1	-1	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	-28	-28	0	0	2	1	37	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	-9
Total	-36	-36	0	0	11	5	48	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	-7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	0	0	1	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-9	-9	0	0	4	4	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Bus	-4	-4	0	0	1	1	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	-26	-26	0	0	1	1	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	-42	-42	0	0	7	7	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	-1	-1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	-2	-2	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

	Total Vehicle Trips		
	In	Out	Total
AM	**0**	**0**	**0**
MD	**0**	**0**	**0**
PM	**0**	**-1**	**-1**
SAT	**2**	**2**	**4**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 60

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	0 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Person Trips:

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Trips :

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips

	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 61

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	0 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Person Trips:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Trips :	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 62

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	13 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
MD	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
PM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
SAT	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

Person Trips:

AM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11

MD	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3

PM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4

SAT	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5

Vehicle Trips :

AM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

MD	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

SAT	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	1	1
MD	0	0	0
PM	1	0	1
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 63

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		31 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		273 gsf		273 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		26		0		0		0		0		0		2		2		0		0		0		0		0		30	
MD	0		0		14		0		0		0		0		0		2		2		0		0		0		0		0		18	
PM	0		0		28		0		0		0		0		0		2		2		0		0		0		0		0		32	
SAT	0		0		24		0		0		0		0		0		2		2		0		0		0		0		0		28	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	14	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	6	14
Bus	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Walk/Other	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Total	0	0	0	0	4	22	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	8	22
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	6	6
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	9	9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	12	6	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	13	8
Bus	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Total	0	0	0	0	19	9	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	21	11
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	9	8
Bus	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	13	11	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	15	13
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	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	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

	Total Vehicle Trips		
	In	Out	Total
AM	**1**	**2**	**3**
MD	**0**	**0**	**0**
PM	**3**	**1**	**4**
SAT	**1**	**1**	**2**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 64

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	3 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4

Person Trips:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

Vehicle Trips :	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	1	1
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 65

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	6 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
MD	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
SAT	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6

Person Trips:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3

Vehicle Trips :	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	0	0
MD	0	0	0
PM	0	0	0
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 66

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		14 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		12	
MD	0		0		6		0		0		0		0		0		0		0		0		0		0		0		0		6	
PM	0		0		14		0		0		0		0		0		0		0		0		0		0		0		0		14	
SAT	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		12	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	**0**	**0**	**0**
MD	**0**	**0**	**0**
PM	**1**	**0**	**1**
SAT	**0**	**0**	**0**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 67

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		13 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		12	
MD	0		0		6		0		0		0		0		0		0		0		0		0		0		0		0		6	
PM	0		0		12		0		0		0		0		0		0		0		0		0		0		0		0		12	
SAT	0		0		10		0		0		0		0		0		0		0		0		0		0		0		0		10	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips	In	Out	Total
AM	0	1	1
MD	0	0	0
PM	1	0	1
SAT	0	0	0

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 68

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	57 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	48
MD	0	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
PM	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	52
SAT	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	44

Person Trips:

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	26
Bus	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Walk/Other	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Total	0	0	0	0	8	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	40

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	24	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	11
Bus	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Walk/Other	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Total	0	0	0	0	36	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	16

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	16	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	13
Bus	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	24	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	20

Vehicle Trips :

AM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3

MD	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

PM	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1

SAT	Local Retail In	Local Retail Out	Office In	Office Out	Residential In	Residential Out	Restaurant In	Restaurant Out	Destination Retail In	Destination Retail Out	Supermarket In	Supermarket Out	Auto Repair/ Related In	Auto Repair/ Related Out	Light Industrial In	Light Industrial Out	Medical Office (Staff) In	Medical Office (Staff) Out	Medical Office (Visitors) In	Medical Office (Visitors) Out	Laboratory Space In	Laboratory Space Out	Hotel In	Hotel Out	High School (Staff) In	High School (Staff) Out	High School (Students) In	High School (Students) Out	Community Center In	Community Center Out	Total In	Total Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Total Vehicle Trips	In	Out	Total
AM	1	3	4
MD	1	1	2
PM	3	1	4
SAT	1	1	2

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 69

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	4,125 gsf		0 gsf		52 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		4,125 gsf		4,125 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf			
Peak Hour Trips:																																
AM	16		0		42		0		0		0		0		0		10		10		0		0		0		0		0		78	
MD	98		0		22		0		0		0		0		0		8		14		0		0		0		0		0		142	
PM	52		0		48		0		0		0		0		0		10		8		0		0		0		0		0		118	
SAT	60		0		40		0		0		0		0		0		4		6		0		0		0		0		0		110	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	5	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
Subway/Railroad	1	1	0	0	4	23	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	13	24
Bus	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	7	7	0	0	1	5	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	11	12
Total	8	8	0	0	7	35	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	35	43
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	8	8	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	17	17
Bus	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	38	38	0	0	2	2	0	0	0	0	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	0	45	45
Total	49	49	0	0	11	11	0	0	0	0	0	0	0	0	0	0	4	4	7	7	0	0	0	0	0	0	0	0	0	0	71	71
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	4	4	0	0	21	10	0	0	0	0	0	0	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	0	0	26	20
Bus	1	1	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	20	20	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	25	25
Total	26	26	0	0	33	15	0	0	0	0	0	0	0	0	0	0	0	10	3	5	0	0	0	0	0	0	0	0	0	0	62	56
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	6	6	0	0	13	12	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	20	19
Bus	3	3	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	19	19	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	24	24
Total	30	30	0	0	21	19	0	0	0	0	0	0	0	0	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	56	54
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	6	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	5	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	0	0	7	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	5	5

	Total Vehicle Trips		
	In	Out	Total
AM	6	5	11
MD	5	5	10
PM	7	7	14
SAT	5	5	10

Notes:

40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.

25% taxi overlap

Site 70

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total	
Size/Units:	0 gsf		0 gsf		655 DU		2,722 gsf		0 gsf		10,293 gsf		0 gsf		0 gsf		24,803 gsf		24,803 gsf		0 gsf		0 rooms		100 Staff		600 gsf		51,369 gsf			
Peak Hour Trips:																																
AM	0		0		530		0		0		64		0		0		60		52		0		0		80		594		92		1,472	
MD	0		0		266		22		0		254		0		0		44		76		0		0		0		0		208		870	
PM	0		0		582		34		0		212		0		0		60		42		0		0		80		594		116		1,720	
SAT	0		0		504		48		0		336		0		0		20		34		0		0		0		0		208		1,150	
Person Trips:																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	7	36	0	0	0	0	1	1	0	0	0	0	11	0	11	1	0	0	0	0	14	0	30	0	2	1	76	39
Taxi	0	0	0	0	1	4	0	0	0	0	1	1	0	0	0	0	1	0	11	1	0	0	0	0	1	0	12	0	5	3	32	9
Subway/Railroad	0	0	0	0	55	289	0	0	0	0	1	2	0	0	0	0	28	0	14	2	0	0	0	0	39	0	237	0	7	4	381	297
Bus	0	0	0	0	10	53	0	0	0	0	1	2	0	0	0	0	10	0	5	1	0	0	0	0	13	0	149	0	3	2	191	58
Walk/Other	0	0	0	0	12	63	0	0	0	0	24	30	0	0	0	0	10	0	5	1	0	0	0	0	13	0	166	0	40	25	270	119
Total	0	0	0	0	85	445	0	0	0	0	28	36	0	0	0	0	60	0	46	6	0	0	0	0	80	0	594	0	57	35	950	522
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	11	11	0	0	0	0	5	5	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	5	4	31	30
Taxi	0	0	0	0	1	1	0	0	0	0	4	4	0	0	0	0	1	1	10	10	0	0	0	0	0	0	0	0	10	8	26	24
Subway/Railroad	0	0	0	0	86	86	2	2	0	0	6	7	0	0	0	0	1	1	11	11	0	0	0	0	0	0	0	0	14	11	120	118
Bus	0	0	0	0	16	16	0	0	0	0	6	7	0	0	0	0	1	1	4	4	0	0	0	0	0	0	0	0	6	5	33	33
Walk/Other	0	0	0	0	19	19	9	9	0	0	97	113	0	0	0	0	19	19	3	3	0	0	0	0	0	0	0	0	79	66	226	229
Total	0	0	0	0	133	133	11	11	0	0	118	136	0	0	0	0	22	22	38	38	0	0	0	0	0	0	0	0	114	94	436	434
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	32	16	1	0	0	0	4	4	0	0	0	0	0	11	3	7	0	0	0	0	0	14	0	30	1	3	41	85
Taxi	0	0	0	0	3	2	0	0	0	0	3	3	0	0	0	0	0	1	3	7	0	0	0	0	0	1	0	12	3	7	12	33
Subway/Railroad	0	0	0	0	253	125	4	2	0	0	5	6	0	0	0	0	0	28	4	10	0	0	0	0	0	39	0	237	4	10	270	457
Bus	0	0	0	0	46	23	1	0	0	0	5	6	0	0	0	0	0	10	1	3	0	0	0	0	0	13	0	149	2	4	55	208
Walk/Other	0	0	0	0	55	27	17	9	0	0	83	93	0	0	0	0	0	10	1	3	0	0	0	0	0	13	0	166	24	58	180	379
Total	0	0	0	0	389	193	23	11	0	0	100	112	0	0	0	0	0	60	12	30	0	0	0	0	0	80	0	594	34	82	558	1,162
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	22	19	2	2	0	0	6	7	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4	4	38	36
Taxi	0	0	0	0	2	2	0	0	0	0	5	5	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	9	10	20	21
Subway/Railroad	0	0	0	0	173	154	5	5	0	0	8	9	0	0	0	0	1	1	5	5	0	0	0	0	0	0	0	0	12	13	204	187
Bus	0	0	0	0	32	28	2	2	0	0	8	9	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	5	5	50	47
Walk/Other	0	0	0	0	38	34	15	15	0	0	128	151	0	0	0	0	8	8	2	2	0	0	0	0	0	0	0	0	72	74	263	284
Total	0	0	0	0	267	237	24	24	0	0	155	181	0	0	0	0	10	10	17	17	0	0	0	0	0	0	0	0	102	106	575	575
Vehicle Trips :																																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	6	31	0	0	0	0	1	1	0	0	0	0	10	0	7	1	0	0	0	0	12	0	23	23	1	1	60	57
Taxi	0	0	0	0	1	3	0	0	0	0	1	1	0	0	0	0	1	0	9	1	0	0	0	0	1	0	9	0	4	2	26	7
Taxi (Balanced)	0	0	0	0	4	4	0	0	0	0	2	2	0	0	0	0	1	1	9	9	0	0	0	0	1	1	9	9	5	5	31	31
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
Total	0	0	0	0	10	35	0	0	0	0	3	3	0	0	0	0	11	1	16	10	0	0	0	0	13	1	33	33	6	6	92	89
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	7	7	0	0	0	0	3	3	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	4	3	20	19
Taxi	0	0	0	0	1	1	0	0	0	0	3	3	0	0	0	0	1	1	8	8	0	0	0	0	0	0	0	0	7	6	20	19
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	5	5	0	0	0	0	2	2	14	14	0	0	0	0	0	0	0	0	11	11	34	34
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
Total	0	0	0	0	9	9	0	0	0	0	8	8	0	0	0	0	2	2	20	20	0	0	0	0	0	0	1	1	15	14	55	54
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	28	14	0	0	0	0	2	2	0	0	0	0	0	10	2	4	0	0	0	0	0	12	23	23	1	2	56	67
Taxi	0	0	0	0	2	1	0	0	0	0	2	2	0	0	0	0	0	1	3	6	0	0	0	0	0	1	0	9	2	5	9	25
Taxi (Balanced)	0	0	0	0	3	3	0	0	0	0	4	4	0	0	0	0	1	1	8	8	0	0	0	0	1	1	9	9	7	7	33	33
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	31	17	0	0	0	0	6	6	0	0	0	0	1	11	10	12	0	0	0	0	1	13	32	32	8	9	89	100
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	14	12	1	1	0	0	4	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	24	22
Taxi	0	0	0	0	1	1	0	0	0	0	4	4	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6	7	14	15
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	7	7	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	12	12	26	26
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	16	14	1	1	0	0	11	11	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	15	15	50	48

Total Vehicle Trips	In	Out	Total
AM	**92**	**89**	**181**
MD	**55**	**54**	**109**
PM	**89**	**100**	**189**
SAT	**50**	**48**	**98**

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap; High School student auto trips assumed to be pick-up/drop-off

Appendix E-2
Level of Service Tables and Parking Regulations

TABLE E-1
Existing Intersection Level of Service Analysis

	Existing AM Peak Hour					Existing Midday Peak Hour					Existing PM Peak Hour					Existing SAT Peak Hour				
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 106th Street &	EB	R	-	7.9	A	EB	R	-	7.4	A	EB	R	-	7.5	A	EB	R	-	7.5	A
FDR Drive - SB Service Road	SB	TR	-	10.0	B	SB	TR	-	8.0	A	SB	TR	-	8.0	A	SB	TR	-	9.1	A
(All-Way Stop Controlled)																				
East 106th Street &	EB	L	0.93	84.8	F *	EB	L	0.63	38.8	D	EB	L	0.58	36.0	D	EB	L	0.93	83.1	F *
First Avenue	EB	LT	0.92	79.4	E *	EB	LT	0.62	37.2	D	EB	LT	0.58	34.6	C	EB	LT	0.95	93.7	F *
	WB	TR	0.85	47.1	D	WB	TR	0.66	33.3	C	WB	TR	0.64	31.5	C	WB	TR	0.83	42.5	D
	NB	L	0.56	44.7	D	NB	L	0.67	50.5	D	NB	L	0.81	63.1	E *	NB	L	0.32	36.0	D
	NB	T	0.51	13.7	B	NB	T	0.60	15.3	B	NB	T	0.87	23.7	C	NB	TR	0.44	12.8	B
	NB	R	0.08	10.2	B	NB	R	0.08	10.3	B	NB	R	0.09	10.5	B					
East 125th Street /FDR Drive - SB &	EB	LT	0.61	24.6	C	EB	LT	0.77	29.6	C	EB	LT	0.97	48.6	D *	EB	LT	0.68	26.5	C
First Avenue/Willis Avenue Bridge	NB	L	0.13	12.5	B	NB	L	0.07	11.9	B	NB	L	0.10	12.2	B	NB	L	0.13	12.5	B
	NB	T	0.67	18.8	B	NB	T	0.59	17.4	B	NB	T	0.91	27.9	C *	NB	T	0.59	17.1	B
	NB	R	0.07	11.9	B	NB	R	0.03	11.5	B	NB	R	0.04	11.6	B	NB	R	0.02	11.4	B
East 106th Street &	EB	TR	1.05	89.4	F *	EB	TR	0.98	72.3	E *	EB	TR	1.05	92.1	F *	EB	TR	1.03	83.5	F *
Second Avenue	WB	L	0.54	39.5	D	WB	L	0.72	50.3	D	WB	L	0.77	58.4	E *	WB	L	0.52	36.7	D
	WB	T	0.71	34.9	C	WB	T	0.51	27.6	C	WB	T	0.64	31.5	C	WB	T	0.60	30.0	C
	SB	L	0.28	35.9	D	SB	L	0.25	35.1	D	SB	L	0.25	35.2	D	SB	L	0.25	34.9	C
	SB	T	0.65	16.2	B	SB	T	0.53	14.1	B	SB	T	0.60	15.2	B	SB	TR	0.44	12.8	B
	SB	R	0.21	11.8	B	SB	R	0.49	18.5	B	SB	R	0.49	18.3	B					
East 119th Street &	WB	LT	0.56	29.9	C	WB	LT	0.52	28.3	C	WB	LT	0.59	30.5	C	WB	LT	1.05	88.1	F *
Second Avenue	SB	T	0.78	19.7	B	SB	TR	0.73	18.1	B	SB	T	0.73	17.7	B	SB	TR	0.76	18.7	B
	SB	R	0.23	11.7	B						SB	R	0.20	11.3	B					
East 120th Street &	EB	TR	0.85	46.8	D	EB	TR	0.65	32.7	C	EB	TR	1.05	87.1	F *	EB	TR	0.73	36.4	D
Second Avenue	SB	L	0.20	11.1	B	SB	L	0.11	10.3	B	SB	L	0.25	11.7	B	SB	L	0.25	11.6	B
	SB	T	0.76	18.7	B	SB	T	0.66	16.3	B	SB	T	0.67	16.3	B	SB	T	0.71	17.1	B
East 121st Street &	SB	T	0.86	23.2	C	SB	T	0.70	17.1	B	SB	T	0.79	19.5	B	SB	T	0.75	18.2	B
Second Avenue	SB	R	0.25	12.1	B	SB	R	0.22	11.6	B	SB	R	0.19	11.2	B	SB	R	0.18	10.9	B
East 122nd Street &	EB	TR	0.57	29.7	C	EB	TR	0.42	25.7	C	EB	TR	0.63	31.7	C	EB	TR	0.44	26.2	C
Second Avenue	SB	L	0.01	9.4	A	SB	L	0.01	9.4	A	SB	L	0.02	9.5	A	SB	L	0.02	9.5	A
	SB	T	0.81	20.4	C	SB	T	0.69	17.1	B	SB	T	0.72	17.3	B	SB	T	0.78	18.9	B
East 123rd Street &	SB	TR	0.87	23.5	C	SB	TR	0.79	19.8	B	SB	TR	0.79	19.5	B	SB	TR	0.85	22.0	C
Second Avenue																				
East 124th Street &	EB	TR	0.61	27.5	C	EB	TR	0.74	31.1	C	EB	TR	0.56	26.4	C	EB	T	1.02	70.4	E *
Second Avenue	SB	T	0.81	20.5	C	SB	T	0.72	17.9	B	SB	T	0.73	17.8	B	EB	R	0.34	24.6	C
																SB	T	0.76	18.5	B
East 125th St/RFK Bridge &	EB	T	1.05	81.4	F *	EB	T	0.87	41.1	D	EB	T	1.05	73.3	E *	EB	T	0.88	48.0	D
Second Avenue	EB	R	0.68	46.1	D	EB	R	0.49	31.0	C	EB	R	0.35	26.9	C	EB	R	0.61	40.5	D
	WB (Ramp)	L	0.97	75.1	E *	WB (Ramp)	L	0.73	48.1	D	WB (Ramp)	L	0.87	62.2	E *	WB (Ramp)	L	0.83	54.3	D
	WB (Ramp)	LT	0.96	73.0	E *	WB (Ramp)	LT	0.73	47.9	D	WB (Ramp)	LT	0.87	60.3	E *	WB (Ramp)	LT	0.83	53.8	D
	WB (E 125 St)	LT	0.27	29.0	C	WB (E 125 St)	LT	0.14	22.8	C	WB (E 125 St)	LT	0.24	24.5	C	WB (E 125 St)	LT	0.22	28.1	C
	SB	L	0.26	23.3	C	SB	L	0.21	24.2	C	SB	L	0.61	30.4	C	SB	L	0.43	23.5	C
	SB	T	0.91	41.3	D *	SB	T	0.84	37.4	D	SB	T	0.98	52.8	D *	SB	T	0.88	35.5	D
	SB	R	0.38	28.8	C	SB	R	0.35	28.5	C	SB	R	0.40	30.6	C	SB	R	0.26	22.8	C
East 126th Street &	WB	LTR	0.73	49.3	D	WB	LTR	0.76	49.5	D	WB	LTR	0.67	44.0	D	WB	LTR	0.69	45.0	D
Second Ave/RFK Bridge Exit	NB	L	0.98	84.3	F *	NB	L	0.44	36.4	D	NB	L	0.83	57.5	E *	NB	L	0.52	38.7	D
	NB	T	0.33	7.2	A	NB	T	0.40	7.9	A	NB	T	0.58	9.8	A	NB	T	0.52	9.1	A
	SB	TR	0.52	21.2	C	SB	TR	0.45	20.3	C	SB	TR	0.58	21.9	C	SB	TR	0.52	21.0	C

	Existing AM Peak Hour						Existing Midday Peak Hour						Existing PM Peak Hour						Existing SAT Peak Hour					
Intersection	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	
East 127th Street &	EB	LTR	1.05	85.1	F	*	EB	LTR	0.70	35.1	D		EB	LTR	1.05	83.3	F	*	EB	LTR	0.66	32.8	C	
Second Avenue	NB	TR	0.42	12.9	B		NB	TR	0.56	14.8	B		NB	TR	0.70	17.6	B		NB	TR	0.67	16.9	B	
	SB	LT	0.63	15.8	B		SB	LT	0.54	14.3	B		SB	LT	0.70	16.9	B		SB	LT	0.74	17.8	B	
East 128th Street &	EB	T	0.90	34.0	C	*	EB	T	0.90	34.5	C	*	EB	T	1.02	55.2	E	*	EB	T	1.02	55.9	E	*
Second Avenue	SB	T	0.17	15.3	B		SB	T	0.19	15.5	B		SB	T	0.22	15.8	B		SB	T	0.26	16.2	B	
East 106th Street &	EB	L	0.48	27.1	C		EB	L	0.42	24.4	C		EB	L	0.64	34.0	C		EB	L	0.69	36.9	D	
Third Avenue	EB	T	0.59	27.3	C		EB	T	0.44	23.2	C		EB	T	0.56	25.9	C		EB	T	0.72	35.9	D	
	WB	T	0.50	24.1	C		WB	T	0.40	22.0	C		WB	T	0.51	24.1	C		WB	T	0.48	23.3	C	
	WB	R	0.44	24.9	C		WB	R	0.43	24.0	C		WB	R	0.41	23.4	C		WB	R	0.33	21.6	C	
	NB	LTR	0.48	15.5	B		NB	LTR	0.43	14.8	B		NB	LTR	0.54	16.1	B		NB	LTR	0.50	15.6	B	
East 107th Street &	NB	LT	0.42	12.5	B		NB	LT	0.38	12.1	B		NB	LT	0.51	13.5	B		NB	LT	0.45	12.8	B	
Third Avenue																								
East 108th Street &	EB	L	0.33	23.9	C		EB	L	0.36	24.5	C		EB	L	0.27	22.8	C		EB	L	0.33	23.9	C	
Third Avenue	NB	T	0.40	12.4	B		NB	T	0.34	11.8	B		NB	T	0.49	13.2	B		NB	T	0.44	12.7	B	
East 109th Street &	WB	TR	0.76	40.6	D		WB	TR	0.38	24.8	C		WB	TR	0.48	26.7	C		WB	TR	0.35	24.0	C	
Third Avenue	NB	LT	0.47	13.0	B		NB	LT	0.42	12.5	B		NB	LT	0.54	13.9	B		NB	LT	0.67	16.1	B	
East 110th Street &	EB	LT	0.51	25.0	C		EB	LT	0.31	20.9	C		EB	LT	0.42	22.9	C		EB	LT	0.47	24.0	C	
Third Avenue	NB	TR	0.54	16.1	B		NB	TR	0.48	15.4	B		NB	TR	0.56	16.4	B		NB	TR	0.55	16.2	B	
East 111th Street &	WB	TR	0.85	47.6	D		WB	TR	0.63	31.5	C		WB	TR	0.86	48.0	D		WB	TR	0.72	35.8	D	
Third Avenue	NB	LT	0.44	12.8	B		NB	LT	0.39	12.2	B		NB	LT	0.53	13.8	B		NB	LT	0.48	13.1	B	
East 112th Street &	EB	LT	1.05	82.1	F	*	EB	LT	0.76	37.3	D		EB	LT	0.94	56.6	E	*	EB	LT	0.68	32.5	C	
Third Avenue	NB	TR	0.48	13.2	B		NB	TR	0.43	12.6	B		NB	TR	0.57	14.2	B		NB	TR	0.50	13.3	B	
East 116th Street &	EB	LT	1.05	75.6	E	*	EB	LT	0.73	29.7	C		EB	LT	0.89	41.6	D		EB	LT	0.84	36.0	D	
Third Avenue	WB	TR	0.60	24.5	C		WB	TR	0.46	21.6	C		WB	TR	0.46	21.5	C		WB	TR	0.50	22.1	C	
	NB	LTR	0.53	16.6	B		NB	LTR	0.48	16.0	B		NB	LTR	0.72	19.8	B		NB	LTR	0.54	16.7	B	
East 118th Street &	EB	LT	0.79	38.6	D		EB	LT	0.62	30.3	C		EB	LT	0.78	37.8	D		EB	LT	0.69	33.1	C	
Third Avenue	NB	TR	0.47	13.0	B		NB	TR	0.41	12.5	B		NB	TR	0.54	13.9	B		NB	TR	0.45	12.8	B	
East 119th Street &	WB	TR	0.65	33.1	C		WB	TR	0.64	32.3	C		WB	TR	0.68	34.4	C		WB	TR	0.70	35.3	D	
Third Avenue	NB	LT	0.41	12.5	B		NB	LT	0.37	12.0	B		NB	LT	0.52	13.6	B		NB	LT	0.43	12.6	B	
East 120th Street &	EB	LT	0.70	34.2	C		EB	LT	0.44	25.7	C		EB	LT	0.66	31.9	C		EB	LT	0.43	25.5	C	
Third Avenue	NB	TR	0.41	12.5	B		NB	TR	0.40	12.3	B		NB	TR	0.55	14.1	B		NB	TR	0.43	12.6	B	
East 122nd Street &	EB	LT	0.76	39.8	D		EB	LT	0.46	26.8	C		EB	LT	0.60	30.5	C		EB	LT	0.38	24.8	C	
Third Avenue	NB	TR	0.39	12.2	B		NB	TR	0.39	12.2	B		NB	TR	0.51	13.5	B		NB	TR	0.39	12.2	B	
East 123rd Street &	WB	TR	0.23	22.4	C		WB	TR	0.41	25.7	C		WB	TR	0.26	22.9	C		WB	TR	0.34	24.1	C	
Third Avenue	NB	LT	0.42	12.5	B		NB	LT	0.39	12.2	B		NB	LT	0.47	13.1	B		NB	LT	0.39	12.2	B	
East 124th Street &	EB	LT	0.28	22.1	C		EB	LT	0.39	23.4	C		EB	LT	0.32	22.6	C		EB	LT	0.64	31.6	C	
Third Avenue	NB	TR	0.39	12.2	B		NB	TR	0.39	12.2	B		NB	TR	0.47	13.1	B		NB	TR	0.41	12.4	B	
East 125th Street &	EB	L	0.65	42.8	D		EB	L	0.44	27.4	C		EB	L	0.44	27.5	C		EB	L	0.31	23.7	C	
Third Avenue	EB	T	1.03	75.1	E	*	EB	T	0.99	63.9	E	*	EB	T	0.96	58.9	E	*	EB	T	0.79	35.0	C	
	WB	TR	0.88	45.8	D		WB	TR	0.77	36.7	D		WB	TR	0.84	42.3	D		WB	TR	0.94	56.0	E	*
	NB	LTR	0.49	15.8	B		NB	LTR	0.44	15.1	B		NB	LTR	0.69	19.1	B		NB	LTR	0.39	14.5	B	
East 126th Street &	WB	TR	0.30	22.1	C		WB	TR	0.42	25.3	C		WB	TR	0.58	28.9	C		WB	TR	0.58	30.1	C	
Third Avenue	NB	LT	0.18	10.5	B		NB	LT	0.15	10.3	B		NB	LT	0.22	10.8	B		NB	LT	0.16	10.3	B	

	Existing AM Peak Hour					Existing Midday Peak Hour					Existing PM Peak Hour					Existing SAT Peak Hour				
Intersection	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**
East 111th Street &	WB	LT	0.72	36.1	D	WB	LT	0.57	29.1	C	WB	LT	0.74	36.0	D	WB	LT	0.69	33.3	C
Lexington Avenue	SB	TR	0.75	20.2	C	SB	TR	0.48	14.0	B	SB	TR	0.56	15.1	B	SB	TR	0.65	16.9	B
East 120th Street &	EB	TR	0.68	33.7	C	EB	TR	0.43	25.6	C	EB	TR	0.81	41.6	D	EB	TR	0.51	27.5	C
Lexington Avenue	SB	LT	0.72	18.8	B	SB	LT	0.57	15.4	B	SB	LT	0.65	16.7	B	SB	LT	0.56	15.1	B
East 125th Street &	EB	T	1.00	71.0	E *	EB	T	1.05	84.7	F *	EB	T	1.00	69.0	E *	EB	T	0.87	44.1	D
Lexington Avenue	EB	R	0.47	28.7	C	EB	R	0.39	26.7	C	EB	R	0.46	28.7	C	EB	R	0.47	28.8	C
	WB	T	1.05	86.4	F *	WB	T	0.86	45.8	D	WB	T	0.86	45.6	D	WB	T	0.95	59.1	E *
	SB	LT	0.92	37.1	D *	SB	LT	0.61	21.2	C	SB	LT	0.69	23.0	C	SB	LT	0.74	24.5	C
	SB	R	0.43	22.0	C	SB	R	0.28	17.8	B	SB	R	0.35	19.8	B	SB	R	0.31	18.5	B
East 126th Street &	WB	L	0.27	23.2	C	WB	LT	0.71	34.5	C	WB	LT	0.85	43.2	D	WB	LT	0.75	37.5	D
Lexington Avenue	WB	T	0.40	23.6	C	SB	TR	0.64	16.7	B	SB	TR	0.73	19.1	B	SB	TR	0.68	17.6	B
	SB	TR	0.81	22.2	C															
East 128th Street &	EB	TR	0.49	27.9	C	EB	TR	0.55	28.7	C	EB	TR	0.52	27.9	C	EB	TR	0.44	25.8	C
Lexington Avenue	SB	LT	0.70	18.0	B	SB	LT	0.53	14.6	B	SB	LT	0.64	16.5	B	SB	LT	0.58	15.3	B
East 111th Street &	WB	TR	1.04	102.7	F *	WB	TR	0.83	55.8	E *	WB	TR	1.05	99.8	F *	WB	TR	1.00	84.5	F *
Park Avenue - NB	NB	LT	0.42	13.8	B	NB	LT	0.46	14.3	B	NB	LT	0.88	33.1	C	NB	LT	0.43	14.1	B
East 119th Street &	WB	TR	1.05	98.9	F *	WB	TR	0.70	37.6	D	WB	TR	0.98	80.5	F *	WB	TR	1.00	84.9	F *
Park Avenue - NB	NB	LT	0.31	12.4	B	NB	LT	0.39	13.3	B	NB	LT	0.62	17.8	B	NB	LT	0.36	12.8	B
East 120th Street &	EB	LT	0.75	45.6	D	EB	LT	0.46	27.5	C	EB	LT	0.97	73.5	E *	EB	LT	0.63	38.8	D
Park Avenue - NB	NB	TR	0.36	13.1	B	NB	TR	0.50	20.2	C	NB	TR	0.60	17.3	B	NB	TR	0.40	13.4	B
East 128th Street &	EB	LT	0.60	39.8	D	EB	LT	0.48	34.4	C	EB	LT	0.56	36.7	D	EB	LT	0.39	32.0	C
Park Avenue - NB	NB	TR	0.28	12.0	B	NB	TR	0.37	13.2	B	NB	TR	0.51	15.5	B	NB	TR	0.36	12.9	B
East 111th Street &	WB	LT	0.77	47.5	D	WB	LT	0.66	40.0	D	WB	LT	0.79	47.6	D	WB	LT	0.73	43.3	D
Park Avenue - SB	SB	TR	0.81	26.5	C	SB	TR	0.66	19.4	B	SB	TR	0.67	19.7	B	SB	TR	0.64	18.6	B
East 112th Street &	EB	TR	1.01	76.2	E *	EB	TR	0.56	34.1	C	EB	TR	0.72	39.1	D	EB	TR	0.52	33.0	C
Park Avenue - SB	SB	LT	0.68	19.8	B	SB	LT	0.64	18.4	B	SB	LT	0.63	18.0	B	SB	LT	0.57	16.5	B
East 119th Street &	WB	LT	0.87	58.5	E *	WB	LT	0.73	44.8	D	WB	LT	0.94	67.5	E *	WB	LT	0.77	46.6	D
Park Avenue - SB	SB	TR	0.93	39.3	D *	SB	TR	0.78	23.8	C	SB	TR	0.73	21.5	C	SB	TR	0.64	18.3	B
East 120th Street &	EB	TR	0.92	71.7	E *	EB	TR	0.64	34.0	C	EB	TR	1.05	100.7	F *	EB	TR	0.88	63.2	E *
Park Avenue - SB	SB	LT	0.91	35.5	D *	SB	LT	0.76	28.3	C	SB	LT	0.77	23.3	C	SB	LT	0.67	19.1	B
East 128th Street &	EB	TR	1.05	107.0	F *	EB	TR	0.69	45.3	D	EB	TR	0.71	44.8	D	EB	TR	0.52	36.0	D
Park Avenue - SB	SB	LT	0.76	23.3	C	SB	LT	0.79	24.9	C	SB	LT	0.69	19.7	B	SB	LT	0.42	13.7	B
East 111th Street &	WB	TR	0.70	34.7	C	WB	TR	0.59	29.7	C	WB	TR	0.84	44.5	D	WB	TR	0.69	33.4	C
Madison Avenue	NB	LT	0.42	12.8	B	NB	LT	0.36	12.1	B	NB	LT	0.61	15.4	B	NB	LT	0.50	13.7	B
East 112th Street &	EB	LT	0.75	31.9	C	EB	LT	0.44	24.3	C	EB	LT	0.53	25.8	C	EB	LT	0.45	24.4	C
Madison Avenue	NB	TR	0.44	13.0	B	NB	TR	0.41	12.6	B	NB	TR	0.59	15.1	B	NB	TR	0.50	13.6	B
East 115th Street &	WB	TR	0.29	22.2	C	WB	TR	0.22	21.4	C	WB	TR	0.40	23.6	C	WB	TR	0.31	22.4	C
Madison Avenue	NB	LT	0.43	12.9	B	NB	LT	0.38	12.3	B	NB	LT	0.61	15.4	B	NB	LT	0.53	14.0	B
East 116th Street &	EB	LT	1.05	80.4	F *	EB	LT	0.67	33.0	C	EB	LT	1.05	86.5	F *	EB	LT	1.05	85.4	F *
Madison Avenue	WB	TR	0.67	32.1	C	WB	TR	0.55	28.4	C	WB	TR	0.88	43.4	D	WB	TR	0.64	30.8	C
	NB	LTR	0.47	15.6	B	NB	LTR	0.41	14.8	B	NB	LTR	0.62	17.8	B	NB	LTR	0.54	16.5	B
East 118th Street &	EB	LT	0.76	37.9	D	EB	LT	0.58	29.5	C	EB	LT	0.54	28.1	C	EB	LT	0.61	30.2	C
Madison Avenue	NB	TR	0.39	12.5	B	NB	TR	0.38	12.3	B	NB	TR	0.50	13.7	B	NB	TR	0.50	13.7	B
East 119th Street &	WB	TR	0.90	53.4	D *	WB	TR	0.71	35.5	D	WB	TR	0.86	47.7	D	WB	TR	0.71	35.1	D
Madison Avenue	NB	LT	0.39	12.5	B	NB	LT	0.40	12.5	B	NB	LT	0.51	13.9	B	NB	LT	0.49	13.5	B

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a congested movement

TABLE E-2
No-Action Intersection Level of Service Analysis

	No-Action AM Peak Hour						No-Action Midday Peak Hour						No-Action PM Peak Hour						No-Action SAT Peak Hour					
Intersection	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	
East 106th Street &	EB	R	-	8.1	A		EB	R	-	7.5	A		EB	R	-	7.6	A		EB	R	-	7.6	A	
FDR Drive - SB Service Road	SB	TR	-	11.0	B		SB	TR	-	8.4	A		SB	TR	-	8.4	A		SB	TR	-	9.5	A	
(All-Way Stop Controlled)																								
East 106th Street &	EB	L	1.02	112.0	F	*	EB	L	0.69	43.9	D		EB	L	0.63	39.6	D		EB	L	1.02	107.5	F	*
First Avenue	EB	LT	1.02	105.4	F	*	EB	LT	0.68	42.0	D		EB	LT	0.63	37.8	D		EB	LT	1.03	118.4	F	*
	WB	TR	0.90	54.1	D	*	WB	TR	0.70	35.1	D		WB	TR	0.67	32.9	C		WB	TR	0.87	47.2	D	
	NB	L	0.61	47.6	D		NB	L	0.73	55.4	E	*	NB	L	0.86	69.6	E	*	NB	L	0.35	36.8	D	
	NB	T	0.54	14.2	B		NB	T	0.65	16.3	B		NB	T	0.95	30.6	C	*	NB	TR	0.48	13.2	B	
	NB	R	0.08	10.2	B		NB	R	0.08	10.3	B		NB	R	0.09	10.5	B							
East 125th Street /FDR Drive - SB &	EB	LT	0.86	35.0	C		EB	LT	1.06	72.4	E	*	EB	LT	1.31	174.1	F	*	EB	LT	0.95	45.0	D	*
First Avenue/Willis Avenue Bridge	NB	L	0.20	13.2	B		NB	L	0.22	13.7	B		NB	L	0.24	15.2	B		NB	L	0.31	15.1	B	
	NB	T	0.71	19.7	B		NB	T	0.63	18.0	B		NB	T	1.01	46.6	D	*	NB	T	0.63	17.8	B	
	NB	R	0.08	12.0	B		NB	R	0.03	11.5	B		NB	R	0.04	12.7	B		NB	R	0.02	11.4	B	
East 106th Street &	EB	TR	1.18	133.8	F	*	EB	TR	1.13	116.6	F	*	EB	TR	1.16	130.6	F	*	EB	TR	1.12	112.3	F	*
Second Avenue	WB	L	0.81	72.2	E	*	WB	L	0.91	84.5	F	*	WB	L	0.91	85.1	F	*	WB	L	0.61	44.0	D	
	WB	T	0.73	36.3	D		WB	T	0.54	28.5	C		WB	T	0.68	33.0	C		WB	T	0.63	31.1	C	
	SB	L	0.28	36.0	D		SB	L	0.25	35.2	D		SB	L	0.25	35.2	D		SB	L	0.25	35.0	D	
	SB	T	0.69	17.1	B		SB	T	0.57	14.8	B		SB	T	0.64	15.8	B		SB	TR	0.47	13.1	B	
	SB	R	0.23	12.0	B		SB	R	0.51	19.4	B		SB	R	0.52	19.3	B							
East 119th Street &	WB	LT	0.62	31.9	C		WB	LT	0.61	31.5	C		WB	LT	0.65	32.8	C		WB	LT	1.14	117.0	F	*
Second Avenue	SB	T	0.84	22.3	C		SB	TR	0.81	20.6	C		SB	T	0.78	19.3	B		SB	TR	0.83	20.9	C	
	SB	R	0.28	12.4	B								SB	R	0.27	12.3	B							
East 120th Street &	EB	TR	0.92	58.1	E	*	EB	TR	0.75	38.1	D		EB	TR	1.18	132.1	F	*	EB	TR	0.82	43.2	D	
Second Avenue	SB	L	0.21	11.3	B		SB	L	0.14	10.6	B		SB	L	0.28	12.2	B		SB	L	0.28	12.1	B	
	SB	T	0.82	21.0	C		SB	T	0.71	17.5	B		SB	T	0.73	17.5	B		SB	T	0.76	18.4	B	
East 121st Street &	SB	T	0.93	29.1	C	*	SB	T	0.76	18.6	B		SB	T	0.86	22.1	C		SB	T	0.80	19.8	B	
Second Avenue	SB	R	0.30	12.9	B		SB	R	0.35	14.5	B		SB	R	0.28	12.7	B		SB	R	0.24	11.8	B	
East 122nd Street &	EB	TR	0.61	31.1	C		EB	TR	0.46	26.6	C		EB	TR	0.67	33.4	C		EB	TR	0.48	27.1	C	
Second Avenue	SB	L	0.01	9.4	A		SB	L	0.01	9.4	A		SB	L	0.02	9.5	A		SB	L	0.02	9.5	A	
	SB	T	0.87	23.4	C		SB	T	0.75	18.5	B		SB	T	0.78	18.9	B		SB	T	0.83	20.9	C	
East 123rd Street &	SB	TR	0.93	29.1	C	*	SB	TR	0.85	22.2	C		SB	TR	0.86	22.1	C		SB	TR	0.91	25.7	C	*
Second Avenue																								
East 124th Street &	EB	TR	0.64	28.3	C		EB	TR	0.77	32.3	C		EB	TR	0.61	27.4	C		EB	T	1.07	87.0	F	*
Second Avenue	SB	T	0.87	23.7	C		SB	T	0.78	19.7	B		SB	T	0.79	19.7	B		EB	R	0.34	24.6	C	
																			SB	T	0.81	20.3	C	
East 125th St/RFK Bridge &	EB	T	1.36	203.1	F	*	EB	T	1.10	92.8	F	*	EB	T	1.42	226.6	F	*	EB	T	1.12	107.1	F	*
Second Avenue	EB	R	0.78	56.2	E	*	EB	R	0.71	44.5	D		EB	R	0.46	30.7	C		EB	R	0.90	75.3	E	*
	WB (Ramp)	L	1.09	108.2	F	*	WB (Ramp)	L	0.78	52.2	D		WB (Ramp)	L	0.95	76.8	E	*	WB (Ramp)	L	0.89	60.8	E	*
	WB (Ramp)	LT	1.20	146.7	F	*	WB (Ramp)	LT	0.84	58.3	E	*	WB (Ramp)	LT	0.98	81.8	F	*	WB (Ramp)	LT	0.90	61.5	E	*
	WB (E 125 St)	LT	0.66	39.6	D		WB (E 125 St)	LT	0.39	26.1	C		WB (E 125 St)	LT	0.77	43.8	D		WB (E 125 St)	LT	0.50	33.1	C	
	SB	L	0.41	25.5	C		SB	L	0.54	30.0	C		SB	L	1.04	78.1	E	*	SB	L	0.80	35.2	D	
	SB	T	0.96	48.9	D	*	SB	T	0.91	42.6	D	*	SB	T	1.06	74.9	E	*	SB	T	0.95	42.3	D	*
	SB	R	0.47	32.1	C		SB	R	0.55	37.1	D		SB	R	0.48	34.5	C		SB	R	0.37	26.2	C	
East 126th Street &	WB	L	1.01	117.5	F	*	WB	L	0.75	55.8	E	*	WB	L	1.35	235.7	F	*	WB	L	0.77	62.3	E	*
Second Ave/RFK Bridge Exit	WB	TR	0.67	41.6	D		WB	TR	0.73	39.9	D		WB	TR	0.82	50.5	D		WB	TR	0.74	42.0	D	
	NB	L	1.03	96.8	F	*	NB	L	0.61	43.2	D		NB	L	0.98	82.6	F	*	NB	L	0.66	44.5	D	
	NB	T	0.03	5.5	A		NB	T	0.04	7.0	A		NB	T	0.04	5.5	A		NB	T	0.04	6.3	A	
	SB	TR	0.83	29.2	C		SB	TR	0.87	32.4	C		SB	TR	0.99	44.1	D	*	SB	TR	0.94	35.7	D	*

Intersection	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 127th Street &	EB	L	1.21	147.4	F *	EB	L	0.75	37.6	D	EB	L	1.01	70.2	E *	EB	L	0.84	45.7	D
Second Avenue	EB	TR	0.58	28.7	C	EB	TR	0.62	32.2	C	EB	TR	0.77	32.8	C	EB	TR	0.69	36.1	D
	NB	TR	0.22	11.3	B	NB	TR	0.25	11.6	B	NB	TR	0.13	12.7	B	NB	TR	0.23	11.4	B
	SB	LT	0.73	17.8	B	SB	LT	0.66	16.2	B	SB	LT	0.92	29.9	C *	SB	LT	0.88	23.2	C
East 128th Street &	EB	T	1.01	53.0	D *	EB	T	1.06	69.1	E *	EB	T	1.16	105.5	F *	EB	T	1.17	111.5	F *
Second Avenue	SB	T	0.22	15.8	B	SB	T	0.28	16.3	B	SB	T	0.33	16.9	B	SB	T	0.39	17.6	B
East 106th Street &	EB	L	0.51	28.7	C	EB	L	0.45	25.1	C	EB	L	0.68	37.4	D	EB	L	0.73	41.0	D
Third Avenue	EB	T	0.64	29.1	C	EB	T	0.50	24.7	C	EB	T	0.60	27.2	C	EB	T	0.77	39.4	D
	WB	T	0.53	24.7	C	WB	T	0.42	22.4	C	WB	T	0.53	24.6	C	WB	T	0.50	23.8	C
	WB	R	0.45	25.3	C	WB	R	0.45	24.5	C	WB	R	0.45	24.4	C	WB	R	0.36	22.3	C
	NB	LTR	0.52	16.0	B	NB	LTR	0.48	15.4	B	NB	LTR	0.59	16.8	B	NB	LTR	0.54	16.1	B
East 107th Street &	NB	LT	0.45	12.8	B	NB	LT	0.42	12.5	B	NB	LT	0.55	14.0	B	NB	LT	0.50	13.3	B
Third Avenue																				
East 108th Street &	EB	L	0.35	24.4	C	EB	L	0.38	24.9	C	EB	L	0.30	23.3	C	EB	L	0.36	24.3	C
Third Avenue	NB	T	0.43	12.6	B	NB	T	0.38	12.1	B	NB	T	0.52	13.6	B	NB	T	0.47	13.0	B
East 109th Street &	WB	TR	0.79	42.7	D	WB	TR	0.40	25.2	C	WB	TR	0.50	27.3	C	WB	TR	0.37	24.3	C
Third Avenue	NB	LT	0.49	13.3	B	NB	LT	0.45	12.9	B	NB	LT	0.58	14.4	B	NB	LT	0.71	17.1	B
East 110th Street &	EB	LT	0.52	25.5	C	EB	LT	0.34	21.5	C	EB	LT	0.46	24.0	C	EB	LT	0.53	25.5	C
Third Avenue	NB	TR	0.57	16.5	B	NB	TR	0.51	15.8	B	NB	TR	0.60	17.0	B	NB	TR	0.58	16.7	B
East 111th Street &	WB	TR	0.88	52.0	D	WB	TR	0.68	33.8	C	WB	TR	0.91	54.6	D *	WB	TR	0.78	39.3	D
Third Avenue	NB	LT	0.47	13.0	B	NB	LT	0.42	12.5	B	NB	LT	0.56	14.2	B	NB	LT	0.51	13.5	B
East 112th Street &	EB	LT	1.08	90.9	F *	EB	LT	0.79	39.6	D	EB	LT	0.97	62.8	E *	EB	LT	0.71	33.9	C
Third Avenue	NB	TR	0.51	13.6	B	NB	TR	0.46	13.0	B	NB	TR	0.60	14.7	B	NB	TR	0.53	13.8	B
East 116th Street &	EB	LT	1.10	92.2	F *	EB	LT	0.79	32.6	C	EB	LT	0.95	51.4	D *	EB	LT	0.89	41.8	D
Third Avenue	WB	TR	0.62	25.0	C	WB	TR	0.47	21.9	C	WB	TR	0.48	21.8	C	WB	TR	0.52	22.5	C
	NB	LTR	0.56	17.1	B	NB	LTR	0.53	16.6	B	NB	LTR	0.77	20.9	C	NB	LTR	0.58	17.3	B
East 118th Street &	EB	LT	0.83	41.9	D	EB	LT	0.69	33.1	C	EB	LT	0.83	42.7	D	EB	LT	0.76	36.9	D
Third Avenue	NB	TR	0.50	13.4	B	NB	TR	0.46	12.9	B	NB	TR	0.58	14.5	B	NB	TR	0.49	13.2	B
East 119th Street &	WB	TR	0.74	37.9	D	WB	TR	0.78	41.4	D	WB	TR	0.79	42.1	D	WB	TR	0.82	44.1	D
Third Avenue	NB	LT	0.44	12.7	B	NB	LT	0.40	12.4	B	NB	LT	0.55	14.1	B	NB	LT	0.46	12.9	B
East 120th Street &	EB	LT	0.75	36.8	D	EB	LT	0.51	27.6	C	EB	LT	0.75	37.0	D	EB	LT	0.49	26.9	C
Third Avenue	NB	TR	0.45	12.8	B	NB	TR	0.45	12.9	B	NB	TR	0.60	14.8	B	NB	TR	0.48	13.1	B
East 122nd Street &	EB	LT	0.79	42.1	D	EB	LT	0.51	28.0	C	EB	LT	0.64	32.2	C	EB	LT	0.41	25.5	C
Third Avenue	NB	TR	0.42	12.5	B	NB	TR	0.42	12.6	B	NB	TR	0.54	13.9	B	NB	TR	0.43	12.6	B
East 123rd Street &	WB	TR	0.24	22.5	C	WB	TR	0.43	26.2	C	WB	TR	0.28	23.1	C	WB	TR	0.36	24.3	C
Third Avenue	NB	LT	0.45	12.8	B	NB	LT	0.43	12.6	B	NB	LT	0.50	13.4	B	NB	LT	0.43	12.6	B
East 124th Street &	EB	LT	0.38	23.4	C	EB	LT	0.52	25.5	C	EB	LT	0.48	24.8	C	EB	LT	0.95	61.7	E *
Third Avenue	NB	TR	0.42	12.6	B	NB	TR	0.44	12.8	B	NB	TR	0.51	13.6	B	NB	TR	0.47	13.1	B
East 125th Street &	EB	L	1.16	162.5	F *	EB	L	0.88	71.1	E *	EB	L	0.91	79.5	E *	EB	L	0.81	67.8	E *
Third Avenue	EB	T	1.30	173.6	F *	EB	T	1.25	153.5	F *	EB	T	1.57	294.0	F *	EB	T	1.04	76.5	E *
	WB	TR	1.23	146.8	F *	WB	TR	1.15	116.5	F *	WB	TR	1.22	142.6	F *	WB	TR	1.32	188.2	F *
	NB	LTR	0.68	21.1	C	NB	LTR	0.62	19.6	B	NB	LTR	0.85	25.9	C	NB	LTR	0.62	18.7	B
East 126th Street &	WB	T	0.91	47.7	D *	WB	T	0.83	40.7	D	WB	T	1.04	75.0	E *	WB	T	0.90	46.5	D *
Third Avenue	WB	R	0.55	29.8	C	WB	R	0.70	39.5	D	WB	R	0.88	56.2	E *	WB	R	1.06	101.3	F *
	NB	LT	0.24	12.0	B	NB	LT	0.24	11.9	B	NB	LT	0.32	14.2	B	NB	LT	0.26	13.1	B

	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 111th Street &	WB	LT	0.75	38.1	D	WB	LT	0.60	30.2	C	WB	LT	0.77	37.9	D	WB	LT	0.72	34.7	C
Lexington Avenue	SB	TR	0.80	22.2	C	SB	TR	0.56	15.3	B	SB	TR	0.63	16.4	B	SB	TR	0.73	18.9	B
East 120th Street &	EB	TR	0.73	36.1	D	EB	TR	0.51	27.6	C	EB	TR	0.91	54.2	D *	EB	TR	0.58	29.2	C
Lexington Avenue	SB	LT	0.77	20.5	C	SB	LT	0.65	17.0	B	SB	LT	0.73	18.8	B	SB	LT	0.64	16.6	B
East 125th Street &	EB	T	1.35	200.9	F *	EB	T	1.48	256.1	F *	EB	T	1.73	364.5	F *	EB	T	1.20	137.4	F *
Lexington Avenue	EB	R	0.58	32.7	C	EB	R	0.64	38.6	D	EB	R	0.70	40.9	D	EB	R	0.84	57.7	E *
	WB	T	1.46	248.0	F *	WB	T	1.20	137.5	F *	WB	T	1.21	143.1	F *	WB	T	1.16	121.4	F *
	SB	LT	1.00	53.4	D *	SB	LT	0.73	24.6	C	SB	LT	0.80	26.9	C	SB	LT	0.86	30.7	C
	SB	R	0.54	25.9	C	SB	R	0.41	21.4	C	SB	R	0.52	25.8	C	SB	R	0.42	21.7	C
East 126th Street &	WB	L	0.52	29.6	C	WB	LT	1.35	199.3	F *	WB	LT	1.54	281.7	F *	WB	LT	1.58	298.6	F *
Lexington Avenue	WB	T	0.56	26.2	C	SB	TR	0.73	21.4	C	SB	TR	0.80	23.1	C	SB	TR	0.76	21.1	C
	SB	TR	0.84	23.8	C															
East 128th Street &	EB	TR	0.61	32.0	C	EB	TR	0.80	42.0	D	EB	TR	0.65	30.1	C	EB	TR	0.68	33.7	C
Lexington Avenue	SB	LT	0.73	18.9	B	SB	LT	0.57	15.3	B	SB	LT	0.74	21.1	C	SB	LT	0.61	15.9	B
East 111th Street &	WB	TR	1.09	116.0	F *	WB	TR	0.88	62.1	E *	WB	TR	1.09	113.4	F *	WB	TR	1.03	93.1	F *
Park Avenue - NB	NB	LT	0.51	15.4	B	NB	LT	0.60	17.3	B	NB	LT	1.06	70.8	E *	NB	LT	0.54	16.0	B
East 119th Street &	WB	TR	1.16	136.0	F *	WB	TR	0.82	46.2	D	WB	TR	1.09	113.0	F *	WB	TR	1.09	112.8	F *
Park Avenue - NB	NB	LT	0.39	13.5	B	NB	LT	0.52	15.7	B	NB	LT	0.76	22.8	C	NB	LT	0.45	14.3	B
East 120th Street &	EB	LT	0.80	49.8	D	EB	LT	0.54	29.4	C	EB	LT	1.05	96.9	F *	EB	LT	0.71	42.3	D
Park Avenue - NB	NB	TR	0.45	14.4	B	NB	TR	0.69	25.6	C	NB	TR	0.76	23.0	C	NB	TR	0.50	15.2	B
East 128th Street &	EB	LT	0.72	45.2	D	EB	LT	0.64	39.9	D	EB	LT	0.76	46.0	D	EB	LT	0.57	36.5	D
Park Avenue - NB	NB	TR	0.33	12.6	B	NB	TR	0.45	14.5	B	NB	TR	0.58	17.0	B	NB	TR	0.42	13.7	B
East 111th Street &	WB	LT	0.83	52.5	D	WB	LT	0.74	44.5	D	WB	LT	0.84	51.9	D	WB	LT	0.77	45.9	D
Park Avenue - SB	SB	TR	0.88	33.0	C	SB	TR	0.75	22.9	C	SB	TR	0.74	22.5	C	SB	TR	0.71	20.8	C
East 112th Street &	EB	TR	1.07	92.2	F *	EB	TR	0.62	35.7	D	EB	TR	0.77	41.3	D	EB	TR	0.55	33.8	C
Park Avenue - SB	SB	LT	0.74	22.1	C	SB	LT	0.71	20.7	C	SB	LT	0.69	19.9	B	SB	LT	0.63	17.8	B
East 119th Street &	WB	LT	0.95	70.9	E *	WB	LT	0.85	55.1	E *	WB	LT	1.01	85.6	F *	WB	LT	0.85	53.6	D
Park Avenue - SB	SB	TR	1.02	58.5	E *	SB	TR	0.88	32.3	C	SB	TR	0.82	26.3	C	SB	TR	0.72	21.2	C
East 120th Street &	EB	TR	0.99	86.8	F *	EB	TR	0.73	38.5	D	EB	TR	1.16	135.8	F *	EB	TR	0.99	85.0	F *
Park Avenue - SB	SB	LT	0.98	49.5	D *	SB	LT	0.85	35.0	D	SB	LT	0.86	29.0	C	SB	LT	0.75	22.1	C
East 128th Street &	EB	TR	1.20	156.5	F *	EB	TR	1.03	102.5	F *	EB	TR	0.96	78.5	E *	EB	TR	0.81	54.5	D
Park Avenue - SB	SB	LT	0.84	28.1	C	SB	LT	0.89	32.8	C	SB	LT	0.76	22.8	C	SB	LT	0.49	14.8	B
East 111th Street &	WB	TR	0.75	37.5	D	WB	TR	0.66	32.3	C	WB	TR	0.90	51.3	D *	WB	TR	0.73	35.3	D
Madison Avenue	NB	LT	0.45	13.1	B	NB	LT	0.38	12.3	B	NB	LT	0.64	15.9	B	NB	LT	0.52	14.0	B
East 112th Street &	EB	LT	0.78	33.3	C	EB	LT	0.47	24.9	C	EB	LT	0.55	26.2	C	EB	LT	0.47	24.7	C
Madison Avenue	NB	TR	0.45	13.2	B	NB	TR	0.43	12.9	B	NB	TR	0.62	15.5	B	NB	TR	0.52	13.9	B
East 115th Street &	WB	TR	0.30	22.4	C	WB	TR	0.23	21.5	C	WB	TR	0.42	23.8	C	WB	TR	0.32	22.5	C
Madison Avenue	NB	LT	0.45	13.1	B	NB	LT	0.39	12.4	B	NB	LT	0.64	15.9	B	NB	LT	0.55	14.3	B
East 116th Street &	EB	LT	1.10	98.3	F *	EB	LT	0.71	35.0	D	EB	LT	1.13	114.0	F *	EB	LT	1.12	107.2	F *
Madison Avenue	WB	TR	0.69	32.9	C	WB	TR	0.57	28.8	C	WB	TR	0.91	47.0	D *	WB	TR	0.67	31.7	C
	NB	L	0.11	12.3	B	NB	L	0.12	12.4	B	NB	L	0.23	13.5	B	NB	L	0.15	12.7	B
	NB	TR	0.66	19.5	B	NB	TR	0.56	17.4	B	NB	TR	0.83	25.4	C	NB	TR	0.74	21.6	C
East 118th Street &	EB	LT	0.79	40.0	D	EB	LT	0.63	31.0	C	EB	LT	0.57	29.0	C	EB	LT	0.65	31.5	C
Madison Avenue	NB	TR	0.41	12.6	B	NB	TR	0.40	12.5	B	NB	TR	0.52	14.0	B	NB	TR	0.52	14.0	B
East 119th Street &	WB	TR	0.99	71.0	E *	WB	TR	0.81	43.0	D	WB	TR	0.95	61.6	E *	WB	TR	0.78	39.4	D
Madison Avenue	NB	LT	0.41	12.6	B	NB	LT	0.42	12.7	B	NB	LT	0.54	14.3	B	NB	LT	0.51	13.7	B

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a congested movement

TABLE E-3
With-Action Intersection Level of Service Analysis

	With-Action AM Peak Hour						With-Action Midday Peak Hour						With-Action PM Peak Hour						With-Action SAT Peak Hour					
Intersection	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	
East 106th Street &	EB	R	-	8.2	A		EB	R	-	7.5	A		EB	R	-	7.6	A		EB	R	-	7.6	A	
FDR Drive - SB Service Road	SB	TR	-	11.8	B		SB	TR	-	8.5	A		SB	TR	-	8.6	A		SB	TR	-	9.6	A	
(All-Way Stop Controlled)																								
East 106th Street &	EB	L	1.09	135.3	F	*	EB	L	0.72	47.0	D		EB	L	0.67	43.5	D		EB	L	1.05	118.2	F	*
First Avenue	EB	LT	1.08	125.1	F	*	EB	LT	0.71	44.5	D		EB	LT	0.67	41.1	D		EB	LT	1.07	132.1	F	*
	WB	TR	0.96	64.8	E	*	WB	TR	0.72	36.5	D		WB	TR	0.72	35.1	D		WB	TR	0.89	50.0	D	
	NB	L	0.62	47.9	D		NB	L	0.73	55.4	E		NB	L	0.87	71.1	E		NB	L	0.35	36.8	D	
	NB	T	0.54	14.2	B		NB	T	0.65	16.4	B		NB	T	0.95	30.8	C		NB	TR	0.48	13.2	B	
	NB	R	0.08	10.2	B		NB	R	0.08	10.3	B		NB	R	0.09	10.5	B							
East 125th Street /FDR Drive - SB &	EB	LT	0.90	38.6	D		EB	LT	1.08	80.3	F	*	EB	LT	1.36	194.1	F	*	EB	LT	0.97	48.9	D	
First Avenue/Willis Avenue Bridge	NB	L	0.20	13.2	B		NB	L	0.21	13.7	B		NB	L	0.25	15.2	B		NB	L	0.31	15.2	B	
	NB	T	0.72	19.9	B		NB	T	0.63	18.1	B		NB	T	1.02	49.6	D		NB	T	0.63	17.8	B	
	NB	R	0.10	12.2	B		NB	R	0.04	11.6	B		NB	R	0.06	12.8	B		NB	R	0.03	11.5	B	
East 106th Street &	EB	TR	1.20	140.4	F	*	EB	TR	1.16	126.6	F	*	EB	TR	1.19	138.8	F	*	EB	TR	1.14	120.6	F	*
Second Avenue	WB	L	0.82	73.8	E		WB	L	0.93	88.1	F	*	WB	L	0.92	88.8	F	*	WB	L	0.62	45.1	D	
	WB	T	0.76	38.2	D		WB	T	0.56	29.0	C		WB	T	0.70	34.3	C		WB	T	0.64	31.5	C	
	SB	L	0.29	36.1	D		SB	L	0.26	35.4	D		SB	L	0.26	35.2	D		SB	L	0.26	35.1	D	
	SB	T	0.70	17.3	B		SB	T	0.58	14.9	B		SB	T	0.65	15.9	B		SB	TR	0.48	13.2	B	
	SB	R	0.23	12.1	B		SB	R	0.53	20.1	C		SB	R	0.53	20.1	C							
East 119th Street &	WB	LT	0.64	32.5	C		WB	LT	0.64	32.3	C		WB	LT	0.66	33.4	C		WB	LT	1.15	121.2	F	*
Second Avenue	SB	T	0.86	23.0	C		SB	TR	0.82	20.9	C		SB	T	0.80	19.7	B		SB	TR	0.84	21.4	C	
	SB	R	0.33	13.2	B								SB	R	0.30	12.7	B							
East 120th Street &	EB	TR	1.00	75.4	E	*	EB	TR	0.80	41.9	D		EB	TR	1.26	165.5	F	*	EB	TR	0.86	47.7	D	
Second Avenue	SB	L	0.22	11.4	B		SB	L	0.14	10.6	B		SB	L	0.29	12.2	B		SB	L	0.28	12.1	B	
	SB	T	0.84	21.8	C		SB	T	0.72	17.7	B		SB	T	0.74	17.9	B		SB	T	0.77	18.6	B	
East 121st Street &	SB	T	0.95	32.0	C		SB	T	0.77	18.9	B		SB	T	0.87	22.9	C		SB	T	0.81	20.1	C	
Second Avenue	SB	R	0.33	13.4	B		SB	R	0.31	13.3	B		SB	R	0.32	13.1	B		SB	R	0.25	11.7	B	
East 122nd Street &	EB	TR	0.63	31.8	C		EB	TR	0.45	26.5	C		EB	TR	0.67	33.7	C		EB	TR	0.48	27.1	C	
Second Avenue	SB	L	0.01	9.4	A		SB	L	0.01	9.4	A		SB	L	0.02	9.5	A		SB	L	0.02	9.5	A	
	SB	T	0.89	24.9	C		SB	T	0.76	18.8	B		SB	T	0.80	19.7	B		SB	T	0.84	21.4	C	
East 123rd Street &	SB	TR	0.96	33.3	C		SB	TR	0.87	23.2	C		SB	TR	0.89	23.8	C		SB	TR	0.93	27.3	C	
Second Avenue																								
East 124th Street &	EB	TR	0.67	29.0	C		EB	TR	0.78	33.2	C		EB	TR	0.64	28.2	C		EB	T	1.07	88.1	F	
Second Avenue	SB	T	0.89	25.4	C		SB	T	0.80	20.1	C		SB	T	0.82	20.7	C		EB	R	0.37	25.4	C	
																			SB	T	0.83	20.8	C	
East 125th St/RFK Bridge &	EB	T	1.42	230.6	F	*	EB	T	1.13	104.5	F	*	EB	T	1.49	254.7	F	*	EB	T	1.16	120.4	F	*
Second Avenue	EB	R	0.79	57.8	E		EB	R	0.74	47.3	D		EB	R	0.48	31.3	C		EB	R	0.90	76.3	E	
	WB (Ramp)	L	1.14	125.5	F	*	WB (Ramp)	L	0.81	54.7	D		WB (Ramp)	L	1.00	88.6	F	*	WB (Ramp)	L	0.91	63.9	E	
	WB (Ramp)	LT	1.23	158.8	F	*	WB (Ramp)	LT	0.86	60.4	E		WB (Ramp)	LT	1.02	89.6	F	*	WB (Ramp)	LT	0.91	63.2	E	
	WB (E 125 St)	LT	0.74	45.3	D	*	WB (E 125 St)	LT	0.44	27.1	C		WB (E 125 St)	LT	0.94	67.9	E	*	WB (E 125 St)	LT	0.59	36.2	D	
	SB	L	0.41	25.4	C		SB	L	0.52	29.4	C		SB	L	1.04	76.7	E		SB	L	0.80	34.6	C	
	SB	T	0.98	52.5	D		SB	T	0.92	43.6	D		SB	T	1.08	82.7	F	*	SB	T	0.96	43.7	D	
	SB	R	0.47	32.1	C		SB	R	0.54	36.7	D		SB	R	0.48	34.3	C		SB	R	0.37	26.2	C	
East 126th Street &	WB	L	1.08	139.1	F	*	WB	L	0.80	61.6	E	*	WB	L	1.50	295.8	F	*	WB	L	0.83	72.3	E	*
Second Ave/RFK Bridge Exit	WB	TR	0.68	41.7	D		WB	TR	0.75	40.5	D		WB	TR	0.84	51.9	D		WB	TR	0.76	43.0	D	
	NB	L	1.07	106.8	F	*	NB	L	0.62	43.7	D		NB	L	0.99	86.7	F	*	NB	L	0.68	45.4	D	
	NB	T	0.03	5.5	A		NB	T	0.04	7.0	A		NB	T	0.04	5.5	A		NB	T	0.04	6.3	A	
	SB	TR	0.85	29.8	C		SB	TR	0.88	32.8	C		SB	TR	1.01	47.5	D		SB	TR	0.94	36.4	D	

Intersection	With-Action AM Peak Hour					With-Action Midday Peak Hour					With-Action PM Peak Hour					With-Action SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 127th Street &	EB	L	1.26	168.2	F *	EB	L	0.78	40.2	D	EB	L	1.06	85.5	F *	EB	L	0.88	50.3	D
Second Avenue	EB	TR	0.58	28.7	C	EB	TR	0.62	32.2	C	EB	TR	0.77	32.8	C	EB	TR	0.69	36.1	D
	NB	TR	0.22	11.3	B	NB	TR	0.25	11.6	B	NB	TR	0.13	12.7	B	NB	TR	0.23	11.4	B
	SB	LT	0.74	18.1	B	SB	LT	0.66	16.3	B	SB	LT	0.94	31.4	C	SB	LT	0.89	23.6	C
East 128th Street &	EB	T	1.02	55.2	E	EB	T	1.07	72.2	E	EB	T	1.18	112.0	F *	EB	T	1.18	114.0	F
Second Avenue	SB	T	0.24	15.9	B	SB	T	0.28	16.4	B	SB	T	0.34	17.0	B	SB	T	0.39	17.7	B
East 106th Street &	EB	L	0.53	29.3	C	EB	L	0.45	25.4	C	EB	L	0.70	38.5	D	EB	L	0.74	42.0	D
Third Avenue	EB	T	0.65	29.3	C	EB	T	0.50	24.7	C	EB	T	0.61	27.3	C	EB	T	0.77	39.6	D
	WB	T	0.54	24.9	C	WB	T	0.43	22.5	C	WB	T	0.54	24.7	C	WB	T	0.50	23.8	C
	WB	R	0.50	26.9	C	WB	R	0.47	25.1	C	WB	R	0.49	25.7	C	WB	R	0.38	22.7	C
	NB	LTR	0.54	16.2	B	NB	LTR	0.50	15.6	B	NB	LTR	0.60	17.1	B	NB	LTR	0.55	16.2	B
East 107th Street &	NB	LT	0.46	12.9	B	NB	LT	0.42	12.6	B	NB	LT	0.56	14.2	B	NB	LT	0.50	13.4	B
Third Avenue																				
East 108th Street &	EB	L	0.38	24.8	C	EB	L	0.40	25.4	C	EB	L	0.32	23.7	C	EB	L	0.38	24.8	C
Third Avenue	NB	T	0.44	12.7	B	NB	T	0.38	12.2	B	NB	T	0.53	13.7	B	NB	T	0.48	13.1	B
East 109th Street &	WB	TR	0.80	43.5	D	WB	TR	0.41	25.5	C	WB	TR	0.51	27.6	C	WB	TR	0.38	24.6	C
Third Avenue	NB	LT	0.51	13.5	B	NB	LT	0.47	13.0	B	NB	LT	0.60	14.6	B	NB	LT	0.71	17.0	B
East 110th Street &	EB	LT	0.54	25.9	C	EB	LT	0.36	22.0	C	EB	LT	0.48	24.3	C	EB	LT	0.54	25.8	C
Third Avenue	NB	TR	0.58	16.8	B	NB	TR	0.53	16.1	B	NB	TR	0.62	17.2	B	NB	TR	0.60	16.9	B
East 111th Street &	WB	TR	0.89	53.5	D	WB	TR	0.69	34.4	C	WB	TR	0.91	55.8	E	WB	TR	0.78	39.8	D
Third Avenue	NB	LT	0.48	13.2	B	NB	LT	0.43	12.6	B	NB	LT	0.58	14.4	B	NB	LT	0.52	13.6	B
East 112th Street &	EB	LT	1.08	93.6	F	EB	LT	0.79	39.6	D	EB	LT	0.97	63.3	E	EB	LT	0.71	33.9	C
Third Avenue	NB	TR	0.52	13.7	B	NB	TR	0.47	13.1	B	NB	TR	0.61	14.9	B	NB	TR	0.54	13.9	B
East 116th Street &	EB	LT	1.12	99.4	F *	EB	LT	0.79	32.8	C	EB	LT	0.98	56.5	E *	EB	LT	0.91	44.6	D
Third Avenue	WB	TR	0.63	25.2	C	WB	TR	0.48	22.0	C	WB	TR	0.48	21.9	C	WB	TR	0.52	22.6	C
	NB	LTR	0.58	17.3	B	NB	LTR	0.54	16.7	B	NB	LTR	0.78	21.2	C	NB	LTR	0.59	17.4	B
East 118th Street &	EB	LT	0.85	44.1	D	EB	LT	0.71	34.0	C	EB	LT	0.86	45.9	D	EB	LT	0.78	38.2	D
Third Avenue	NB	TR	0.51	13.5	B	NB	TR	0.46	13.0	B	NB	TR	0.59	14.7	B	NB	TR	0.50	13.3	B
East 119th Street &	WB	TR	0.81	43.6	D	WB	TR	0.83	45.5	D	WB	TR	0.84	46.7	D	WB	TR	0.86	48.9	D
Third Avenue	NB	LT	0.45	12.9	B	NB	LT	0.41	12.5	B	NB	LT	0.57	14.2	B	NB	LT	0.47	13.0	B
East 120th Street &	EB	LT	0.80	40.1	D	EB	LT	0.53	28.1	C	EB	LT	0.80	40.5	D	EB	LT	0.51	27.3	C
Third Avenue	NB	TR	0.46	12.9	B	NB	TR	0.46	13.0	B	NB	TR	0.62	15.0	B	NB	TR	0.49	13.2	B
East 122nd Street &	EB	LT	0.87	51.3	D *	EB	LT	0.56	29.4	C	EB	LT	0.71	35.6	D	EB	LT	0.45	26.4	C
Third Avenue	NB	TR	0.43	12.6	B	NB	TR	0.43	12.6	B	NB	TR	0.55	14.0	B	NB	TR	0.44	12.7	B
East 123rd Street &	WB	TR	0.27	22.9	C	WB	TR	0.45	26.8	C	WB	TR	0.30	23.5	C	WB	TR	0.38	24.7	C
Third Avenue	NB	LT	0.47	13.1	B	NB	LT	0.44	12.8	B	NB	LT	0.52	13.6	B	NB	LT	0.44	12.6	B
East 124th Street &	EB	LT	0.39	23.6	C	EB	LT	0.53	25.7	C	EB	LT	0.50	25.2	C	EB	LT	0.97	65.9	E *
Third Avenue	NB	TR	0.44	12.7	B	NB	TR	0.45	12.9	B	NB	TR	0.53	13.8	B	NB	TR	0.48	13.2	B
East 125th Street &	EB	L	1.19	174.7	F *	EB	L	0.89	73.9	E	EB	L	0.96	91.9	F *	EB	L	0.82	69.2	E
Third Avenue	EB	T	1.36	197.0	F *	EB	T	1.29	170.5	F *	EB	T	1.66	332.4	F *	EB	T	1.08	86.8	F *
	WB	TR	1.25	155.1	F *	WB	TR	1.17	123.6	F *	WB	TR	1.23	149.0	F *	WB	TR	1.34	196.6	F *
	NB	LTR	0.70	21.7	C	NB	LTR	0.62	19.7	B	NB	LTR	0.87	27.0	C	NB	LTR	0.63	18.9	B
East 126th Street &	WB	T	0.95	55.8	E *	WB	T	0.87	44.9	D	WB	T	1.10	95.5	F *	WB	T	0.95	55.8	E *
Third Avenue	WB	R	0.56	29.9	C	WB	R	0.71	40.6	D	WB	R	0.89	58.1	E	WB	R	1.07	107.4	F *
	NB	LT	0.25	12.0	B	NB	LT	0.24	12.0	B	NB	LT	0.33	14.3	B	NB	LT	0.26	13.2	B

	With-Action AM Peak Hour					With-Action Midday Peak Hour					With-Action PM Peak Hour					With-Action SAT Peak Hour				
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 111th Street &	WB	LT	0.77	39.9	D	WB	LT	0.64	31.5	C	WB	LT	0.81	40.8	D	WB	LT	0.74	36.1	D
Lexington Avenue	SB	TR	0.81	22.6	C	SB	TR	0.57	15.5	B	SB	TR	0.64	16.6	B	SB	TR	0.74	19.1	B
East 120th Street &	EB	TR	0.78	39.6	D	EB	TR	0.55	28.7	C	EB	TR	0.97	65.3	E *	EB	TR	0.60	30.0	C
Lexington Avenue	SB	LT	0.78	21.1	C	SB	LT	0.66	17.2	B	SB	LT	0.74	19.3	B	SB	LT	0.65	16.8	B
East 125th Street &	EB	T	1.38	211.6	F *	EB	T	1.49	261.5	F *	EB	T	1.77	385.6	F *	EB	T	1.21	140.5	F *
Lexington Avenue	EB	R	0.65	37.6	D	EB	R	0.66	39.8	D	EB	R	0.70	41.5	D	EB	R	0.85	59.9	E
	WB	T	1.48	257.4	F *	WB	T	1.21	141.1	F *	WB	T	1.23	149.3	F *	WB	T	1.16	123.8	F
	SB	LT	1.05	66.6	E *	SB	LT	0.77	26.1	C	SB	LT	0.85	29.9	C	SB	LT	0.90	33.8	C
	SB	R	0.59	28.9	C	SB	R	0.43	22.3	C	SB	R	0.55	27.4	C	SB	R	0.44	22.3	C
East 126th Street &	WB	L	0.55	30.7	C	WB	LT	1.40	219.1	F *	WB	LT	1.61	311.9	F *	WB	LT	1.64	329.1	F *
Lexington Avenue	WB	T	0.58	26.6	C	SB	TR	0.76	22.5	C	SB	TR	0.85	25.4	C	SB	TR	0.78	22.2	C
	SB	TR	0.87	25.7	C															
East 128th Street &	EB	TR	0.62	32.4	C	EB	TR	0.82	43.8	D	EB	TR	0.70	32.5	C	EB	TR	0.68	34.0	C
Lexington Avenue	SB	LT	0.74	19.3	B	SB	LT	0.58	15.5	B	SB	LT	0.75	21.6	C	SB	LT	0.62	16.0	B
East 111th Street &	WB	TR	1.13	131.9	F *	WB	TR	0.93	71.5	E *	WB	TR	1.16	135.2	F *	WB	TR	1.06	101.5	F *
Park Avenue - NB	NB	LT	0.53	15.9	B	NB	LT	0.62	17.6	B	NB	LT	1.08	76.9	E *	NB	LT	0.55	16.3	B
East 119th Street &	WB	TR	1.35	210.8	F *	WB	TR	0.90	57.8	E *	WB	TR	1.24	167.4	F *	WB	TR	1.20	151.5	F *
Park Avenue - NB	NB	LT	0.43	14.0	B	NB	LT	0.55	16.3	B	NB	LT	0.79	24.7	C	NB	LT	0.48	14.7	B
East 120th Street &	EB	LT	0.89	60.1	E *	EB	LT	0.60	31.1	C	EB	LT	1.16	132.6	F *	EB	LT	0.77	46.3	D
Park Avenue - NB	NB	TR	0.48	15.0	B	NB	TR	0.72	27.3	C	NB	TR	0.80	25.5	C	NB	TR	0.53	15.7	B
East 128th Street &	EB	LT	0.74	46.5	D	EB	LT	0.68	41.8	D	EB	LT	0.85	54.8	D *	EB	LT	0.60	37.5	D
Park Avenue - NB	NB	TR	0.37	13.1	B	NB	TR	0.49	15.3	B	NB	TR	0.61	17.8	B	NB	TR	0.44	14.1	B
East 111th Street &	WB	LT	0.86	56.2	E	WB	LT	0.78	47.1	D	WB	LT	0.88	56.4	E	WB	LT	0.80	47.8	D
Park Avenue - SB	SB	TR	0.90	35.5	D	SB	TR	0.76	23.7	C	SB	TR	0.76	23.2	C	SB	TR	0.72	21.3	C
East 112th Street &	EB	TR	1.07	94.0	F	EB	TR	0.62	35.8	D	EB	TR	0.77	41.5	D	EB	TR	0.55	33.8	C
Park Avenue - SB	SB	LT	0.76	23.1	C	SB	LT	0.72	21.4	C	SB	LT	0.70	20.3	C	SB	LT	0.64	18.2	B
East 119th Street &	WB	LT	1.09	110.3	F *	WB	LT	0.97	75.9	E *	WB	LT	1.17	136.6	F *	WB	LT	0.95	69.8	E *
Park Avenue - SB	SB	TR	1.06	72.9	E *	SB	TR	0.93	38.8	D	SB	TR	0.86	29.9	C	SB	TR	0.76	23.1	C
East 120th Street &	EB	TR	1.07	109.9	F *	EB	TR	0.78	42.1	D	EB	TR	1.25	171.1	F *	EB	TR	1.05	101.4	F *
Park Avenue - SB	SB	LT	1.02	58.5	E *	SB	LT	0.89	39.5	D	SB	LT	0.89	32.7	C	SB	LT	0.78	23.7	C
East 128th Street &	EB	TR	1.22	164.7	F *	EB	TR	1.08	116.9	F *	EB	TR	1.02	93.8	F *	EB	TR	0.86	60.7	E *
Park Avenue - SB	SB	LT	0.86	29.8	C	SB	LT	0.90	35.0	C	SB	LT	0.80	25.1	C	SB	LT	0.50	15.0	B
East 111th Street &	WB	TR	0.77	38.7	D	WB	TR	0.68	32.8	C	WB	TR	0.92	54.0	D	WB	TR	0.74	35.9	D
Madison Avenue	NB	LT	0.45	13.1	B	NB	LT	0.39	12.3	B	NB	LT	0.65	16.0	B	NB	LT	0.53	14.0	B
East 112th Street &	EB	LT	0.79	33.5	C	EB	LT	0.47	24.9	C	EB	LT	0.55	26.2	C	EB	LT	0.47	24.7	C
Madison Avenue	NB	TR	0.46	13.2	B	NB	TR	0.43	12.9	B	NB	TR	0.63	15.6	B	NB	TR	0.52	14.0	B
East 115th Street &	WB	TR	0.31	22.4	C	WB	TR	0.24	21.6	C	WB	TR	0.42	23.8	C	WB	TR	0.32	22.6	C
Madison Avenue	NB	LT	0.45	13.1	B	NB	LT	0.40	12.5	B	NB	LT	0.64	16.0	B	NB	LT	0.55	14.4	B
East 116th Street &	EB	LT	1.12	104.7	F *	EB	LT	0.72	35.4	D	EB	LT	1.16	123.2	F *	EB	LT	1.13	112.4	F *
Madison Avenue	WB	TR	0.70	33.4	C	WB	TR	0.57	28.9	C	WB	TR	0.92	47.9	D	WB	TR	0.68	31.9	C
	NB	L	0.11	12.3	B	NB	L	0.12	12.4	B	NB	L	0.23	13.5	B	NB	L	0.15	12.7	B
	NB	TR	0.66	19.6	B	NB	TR	0.57	17.5	B	NB	TR	0.84	25.9	C	NB	TR	0.75	21.8	C
East 118th Street &	EB	LT	0.81	41.6	D	EB	LT	0.65	32.0	C	EB	LT	0.60	29.8	C	EB	LT	0.67	32.4	C
Madison Avenue	NB	TR	0.41	12.7	B	NB	TR	0.40	12.6	B	NB	TR	0.53	14.2	B	NB	TR	0.53	14.0	B
East 119th Street &	WB	TR	1.05	87.8	F *	WB	TR	0.86	48.0	D *	WB	TR	1.01	75.1	E *	WB	TR	0.82	42.4	D
Madison Avenue	NB	LT	0.41	12.7	B	NB	LT	0.42	12.7	B	NB	LT	0.55	14.3	B	NB	LT	0.51	13.8	B

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a significant adverse impact

Study Area On-Street Parking Regulations

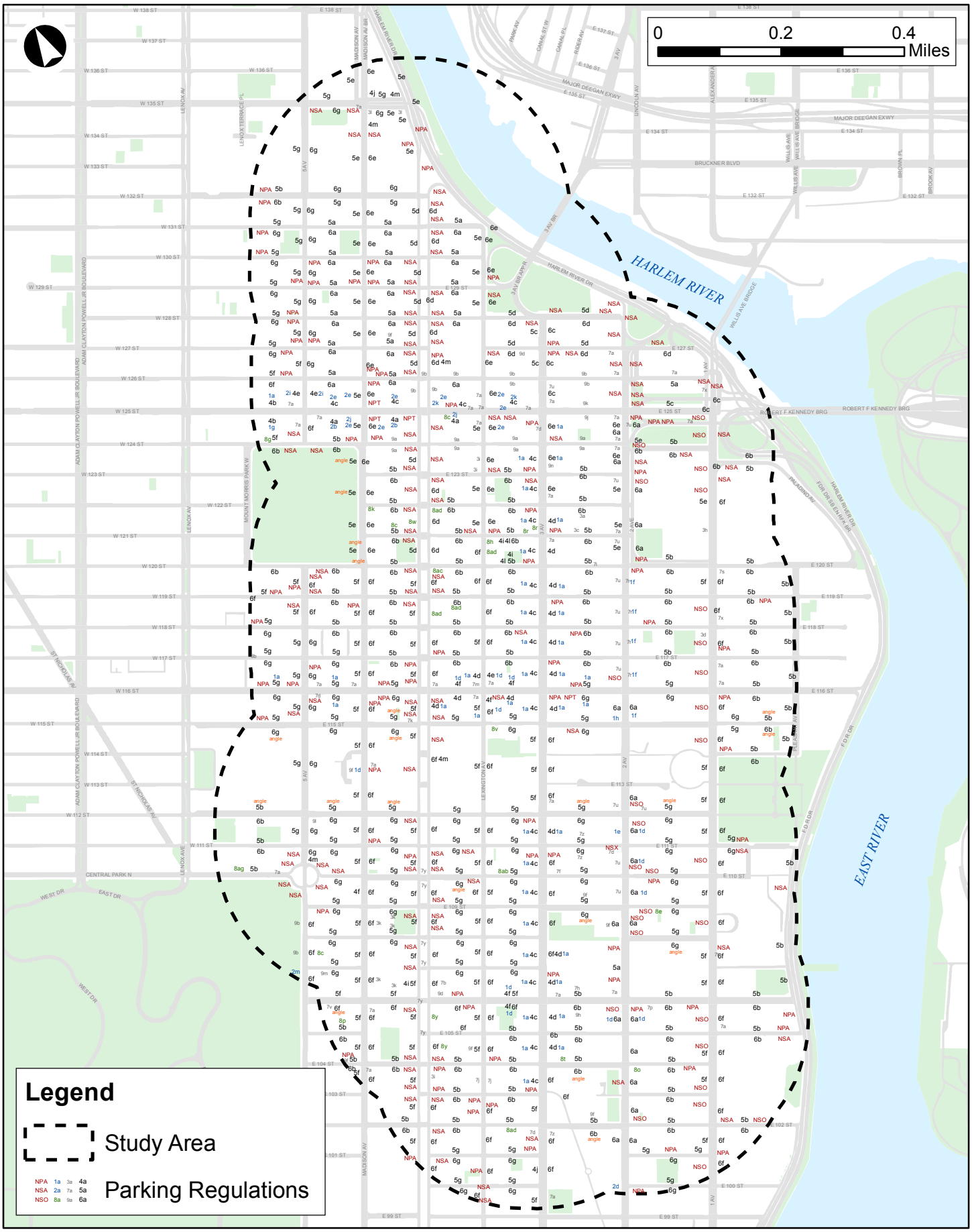


TABLE E-4
PARKING REGULATIONS CODE DEFINITIONS

Map Ref.	Parking Regulation
1a	1 HOUR METERED PARKING 8AM-7PM EXCEPT SUNDAY
1b	1 HOUR METERED PARKING 9AM-10PM EXCEPT SUNDAY
1c	1 HOUR METERED PARKING 9AM-4PM EXCEPT SUNDAY
1d	1 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY
1e	1 HOUR METERED PARKING MONDAY-FRIDAY 10AM-2PM SATURDAY 8:30AM-7PM
1f	1 HOUR METERED PARKING MONDAY-FRIDAY 10AM-7PM SATURDAY 9AM-7PM
1g	1 HOUR METERED PARKING: COMMERCIAL VEHICLES ONLY OTHERS NO STANDING MONDAY-FRIDAY 8AM-11AM; MONDAY-FRIDAY 11AM-7PM SATURDAY 8AM-7PM
1h	1 HOUR METERED PARKING SATURDAY 8:30AM-7PM
2a	2 HOUR METERED PARKING 7PM-10PM EXCEPT SUNDAY
2b	2 HOUR METERED PARKING 7:30AM-7PM EXCEPT SUNDAY
2b	2 HOUR METERED PARKING 7:30AM-7PM EXCEPT SUNDAY
2c	2 HOUR METERED PARKING 8AM-10PM EXCEPT SUNDAY
2d	2 HOUR PARKING 8AM-4PM EXCEPT SUNDAY
2e	2 HOUR METERED PARKING 8AM-7PM EXCEPT SUNDAY
2f	2 HOUR METERED PARKING 8:30AM-10PM EXCEPT SUNDAY
2g	2 HOUR METERED PARKING 8:30AM-7PM EXCEPT SUNDAY
2h	2 HOUR METERED PARKING 9AM-10PM EXCEPT SUNDAY
2i	2 HOUR METERED PARKING 9AM-7PM EXCEPT SUNDAY
2j	2 HOUR METERED PARKING: COMMERCIAL VEHICLES ONLY OTHERS NO STANDING MONDAY-FRIDAY 7:30AM-11AM; MONDAY-FRIDAY 11AM-7PM SATURDAY 7:30AM-7PM
2k	2 HOUR METERED PARKING: COMMERCIAL VEHICLES ONLY OTHERS NO STANDING MONDAY-FRIDAY 8AM-11AM; MONDAY-FRIDAY 11AM-7PM SATURDAY 8AM-7PM
2l	2 HOUR METERED PARKING MONDAY-FRIDAY 10AM-10PM SATURDAY 9AM-10PM
2m	2 HOUR METERED PARKING MONDAY-FRIDAY 10AM-7PM SATURDAY 9AM-7PM
2n	2 HOUR METERED PARKING MONDAY-FRIDAY 11AM-7PM SATURDAY 9AM-7PM
3a	NO PARKING 8AM-6PM EXCEPT SUNDAY
3b	NO PARKING 8AM-7PM EXCEPT SUNDAY
3c	NO PARKING 8AM-8PM INCLUDING SUNDAY
3d	NO PARKING 9AM-7PM EXCEPT SUNDAY
3e	NO PARKING 7AM-10AM MON THRU FRI
3f	NO PARKING 7AM-4PM MON THRU FRI
3g	NO PARKING 7AM-5PM MON THRU FRI
3h	NO PARKING 7AM-7PM MON THRU FRI
3i	NO PARKING 8AM-5PM MON THRU FRI
3j	NO PARKING 8AM-6PM MON THRU FRI EXCEPT AUTHORIZED VEHICLES
3k	NO PARKING 7AM-4PM SCHOOL DAYS
3l	NO PARKING 8-11AM TUES THURS SAT
4a	NO PARKING 7AM-7:30AM EXCEPT SUNDAY (STREET CLEANING)
4b	NO PARKING 7AM-8AM EXCEPT SUNDAY (STREET CLEANING)
4c	NO PARKING 7:30AM-8AM EXCEPT SUNDAY (STREET CLEANING)
4d	NO PARKING 8AM-8:30AM EXCEPT SUNDAY (STREET CLEANING)
4e	NO PARKING 8AM-9AM EXCEPT SUNDAY (STREET CLEANING)
4f	NO PARKING 8:30AM-9AM EXCEPT SUNDAY (STREET CLEANING)
4g	NO PARKING MIDNIGHT TO-3AM MON (STREET CLEANING) (NIGHT REGULATION)
4h	NO PARKING MONDAY MIDNIGHT-3AM (STREET CLEANING) (NIGHT REGULATION)
4i	NO PARKING 11AM-2PM MON & FRI (STREET CLEANING)
4j	NO PARKING 8AM-11AM MON & FRI (STREET CLEANING)
4k	NO PARKING MIDNIGHT TO-3AM THURS (STREET CLEANING) (NIGHT REGULATION)
4l	NO PARKING 11AM-2PM TUES & THURS (STREET CLEANING)
4m	NO PARKING 8AM 11AM TUES & THURS (STREET CLEANING)

TABLE E-4
PARKING REGULATIONS CODE DEFINITIONS (CONTINUED)

Map Ref.	Parking Regulation
5a	NO PARKING 10-11:30AM MON & THURS (STREET CLEANING)
5b	NO PARKING 11:30AM TO 1PM MON & THURS (STREET CLEANING)
5c	NO PARKING 4:30-6AM MON & THURS (STREET CLEANING) (NIGHT REGULATION)
5d	NO PARKING 5:30-7AM MON & THURS (STREET CLEANING)
5e	NO PARKING 8-9:30AM MON & THURS (STREET CLEANING)
5f	NO PARKING MONDAY THURSDAY 8:30AM-10AM (STREET CLEANING)
5g	NO PARKING 9:30-11AM MON & THURS (STREET CLEANING)
6a	NO PARKING 10-11:30AM TUES & FRI (STREET CLEANING)
6b	NO PARKING 11:30AM TO 1PM TUES & FRI (STREET CLEANING)
6c	NO PARKING 4:30-6AM TUES & FRI (STREET CLEANING) (NIGHT REGULATION)
6d	NO PARKING 5:30-7AM TUES & FRI (STREET CLEANING)
6e	NO PARKING 8-9:30AM TUES & FRI (STREET CLEANING)
6f	NO PARKING TUESDAY FRIDAY 8:30AM-10AM (STREET CLEANING)
6g	NO PARKING 9:30-11AM TUES & FRI (STREET CLEANING)
7a	NO STANDING (BUS STOP)
7b	NO STANDING 8AM-5PM EXCEPT SUNDAY (BUS STAND)
7c	NO STANDING (EMERGENCY VEHICLES ONLY)
7d	NO STANDING (FIRE ZONE)
7e	NO STANDING TRUCK LOADING ONLY 10AM-3PM ALL DAYS
7f	NO STANDING TRUCK LOADING ONLY 6AM-4PM EXCEPT SUNDAY
7g	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 6AM-6PM EXCEPT SUNDAY
7h	NO STANDING TRUCK LOADING ONLY 7AM-4PM EXCEPT SUNDAY
7i	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-6PM EXCEPT SUNDAY
7j	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-7PM EXCEPT SUNDAY
7k	NO STANDING TRUCK LOADING ONLY 8AM-1PM EXCEPT SUNDAY
7l	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-4PM EXCEPT SUNDAY
7m	NO STANDING TRUCK LOADING ONLY 8AM-6PM EXCEPT SUNDAY
7n	NO STANDING TRUCK LOADING ONLY MONDAY-FRIDAY 10AM-2PM
7p	NO STANDING TRUCK LOADING ONLY MONDAY-FRIDAY 6AM-5PM
7q	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-1PM MON THRU FRI
7r	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-10AM MON THRU FRI
7s	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-4PM MON THRU FRI
7t	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 7AM-6PM MON THRU FRI
7u	NO STANDING 7AM-10AM 2PM-7PM MON THRU FRI EXCEPT TRUCKS LOADING & UNLOADING 10AM-2PM MON THRU FRI
7v	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-1PM MON THRU FRI
7w	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-4PM MON THRU FRI
7x	NO STANDING EXCEPT TRUCKS LOADING & UNLOADING 8AM-6PM MON THRU FRI
7y	NO STANDING IN TUNNEL W/ 5 O'CLOCK ARROW
7z	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (FIRE DEPARTMENT)
8a	NO STANDING MONDAY-FRIDAY 7AM-7PM (ADMINISTRATION FOR CHILDRENS SERVICES)
8aa	NO STANDING MONDAY-FRIDAY 8AM-6PM (NYS LOTTERY)
8ab	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (US MAIL)
8ac	NO STANDING EXCEPT AUTHORIZED VEHICLES MONDAY-FRIDAY 7AM-6PM (HOUSING AUTHORITY)
8ad	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (POLICE)
8ae	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (DIVISION OF PAROLE)
8af	NO STANDING ANYTIME EXCEPT AUTHORIZED VHEICLES (NYP LICENSE PLATES ONLY)
8ag	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (NY STATE VEHICLES)
8b	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (ABMULANCE)

TABLE E-4
PARKING REGULATIONS CODE DEFINITIONS (CONTINUED)

Map Ref.	Parking Regulation
8c	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (ABMULETTE)
8d	NO STANDING AMBULETTE ONLY 7AM-7PM EXCEPT SUNDAY
8e	NO STANDING AMBULETTE ONLY 8AM-6PM ALL DAYS
8f	NO STANDING AMBULETTE ONLY MONDAY-FRIDAY 7AM-7PM
8g	NO STANDING AMBULETTE ONLY MONDAY-FRIDAY 8AM-6PM
8h	NO STANDING EXCEPT AUTHORIZED VEHICLES MONDAY-FRIDAY 8AM-6PM (CIVIL COURT JUDGES)
8i	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (DEPT OF MOTOR VEHICLES)
8j	NO STANDING EXCEPT AUTHORIZED VEHICLES MONDAY-FRIDAY 7AM-7PM (DEPT OF MOTOR VEHICLES)
8k	NO STANDING DOCTOR LICENSE PLATES ONLY
8l	NO STANDING DOCTOR LICENSE PLATES ONLY 7AM-7PM ALL DAYS
8m	NO STANDING DOCTOR LICENSE PLATES ONLY MONDAY-FRIDAY 8AM-6PM
8n	DEPARTMENT OF EDUCATION (DOE)
8o	NO PARKING ANYTIME (FUNERAL HOME)
8p	NO STANDING EXCEPT AUTHORIZED VEHICLES MONDAY-FRIDAY 8AM-6PM (PARKS DEPT VEHICLES)
8q	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (DEPT OF SANITATION)
8r	NO PARKING MONDAY-FRIDAY 8AM-6PM (DEPT OF SANITATION)
8s	NO PARKING 7AM-4PM SCHOOL DAYS EXCEPT FACULTY VEHICLES
8t	NO STANDING FARMERS MARKET ONLY JUNE 1 - NOV 30 THURSDAY 7AM-4PM
8u	NO STANDING FARMERS MARKET ONLY JULY-NOVEMBER WEDNESDAY 8AM-6PM
8v	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (DEPT OF HEALTH)
8w	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (HHC)
8x	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES (HPD)
8y	NO STANDING EXCEPT AUTHORIZED VEHICLES MONDAY-FRIDAY 7AM-7PM (DEPT OF HOUSING PRESERVATION & DEVELOPMENT)
8z	NO STANDING EXCEPT AUTHORIZED VEHICLES MONDAY-FRIDAY 7AM-7PM (NYS LIQUOR AUTHORITY)
9a	NO STANDING MONDAY-FRIDAY 4PM-7PM
9b	NO STANDING MONDAY-FRIDAY 7AM-10AM
9c	NO STANDING MONDAY-FRIDAY 7AM-10AM 2PM-7PM
9d	NO STANDING 7AM-7PM MON THRU FRI EXCEPT AUTHORIZED VEHICLES
9e	NO STANDING MONDAY-FRIDAY 8AM-8PM
9f	NO STANDING 7AM-4PM SCHOOL DAYS EXCEPT SCHOOL BUSES
9g	NO STANDING SCHOOL DAYS 7AM-6PM
9h	NO STANDING 8AM-4PM SCHOOL DAYS EXCEPT SCHOOL BUSES
9i	NO STANDING 4PM-7PM EXCEPT SUNDAY
9j	NO STANDING 7AM-10AM 3PM-7PM ALL DAYS
9k	NO STANDING 7-10AM EXCEPT SUNDAY
9l	NO STANDING 8AM-6PM EXCEPT SUNDAY (ACCESS-A-RIDE BUS STOP)
9m	NO STANDING 8AM-7PM EXCEPT SUNDAY
9n	NO STANDING 8AM-8PM EXCEPT SUNDAY
9p	NO STANDING 8PM-8AM ALL DAYS (NIGHT REGULATION)
9q	NO STANDING 9AM-NOON EXCEPT SUNDAY
9r	48 HOUR PARKING DETACHED TRAILERS
angle	ANGLE PARKING ONLY
NPA	NO PARKING ANYTIME
NPX	NO PARKING ANYTIME EXCEPT AUTHORIZED VEHICLES (W/RIDER) ---
NSA	NO STANDING ANYTIME
NSO	NO STOPPING ANYTIME
NPT	NO PARKING TAXI STAND
NSX	NO STANDING ANYTIME EXCEPT AUTHORIZED VEHICLES

TABLE E-5
RWCDS Parking Demand

	No-Action						With-Action					
	Weekday Midday			Overnight			Weekday Midday			Overnight		
Site	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand
1	7	95	0	0	95	0	41	0	41	0	0	0
2	0	0	0	0	0	0	31	0	31	24	0	24
3	5	0	5	6	0	6	11	0	11	17	0	17
4	55	0	55	79	0	79	117	32	85	154	32	122
5	27	0	27	33	0	33	24	0	24	23	0	23
6	0	0	0	0	0	0	43	57	0	47	57	0
7	0	0	0	0	0	0	40	43	0	40	43	0
8	14	0	14	15	0	15	41	45	0	23	45	0
9	11	0	11	12	0	12	21	32	0	23	32	0
10	32	33	0	26	33	0	60	40	20	50	40	10
11	0	0	0	0	0	0	74	25	49	36	25	11
12	13	0	13	16	0	16	22	0	22	31	0	31
13	0	0	0	0	0	0	23	0	23	30	0	30
14	14	0	14	11	0	11	23	0	23	25	0	25
15	5	0	5	6	0	6	11	0	11	18	0	18
16	15	0	15	11	0	11	25	0	25	27	0	27
17	14	57	0	27	57	0	56	40	16	48	40	8
18	17	0	17	14	0	14	32	27	5	40	27	13
19	8	0	8	12	0	12	22	0	22	28	0	28
20	15	0	15	23	0	23	30	0	30	40	0	40
21	9	39	0	19	39	0	41	0	41	33	0	33
22	12	0	12	10	0	10	23	0	23	31	0	31
23	4	0	4	4	0	4	12	0	12	11	0	11
24	5	0	5	0	0	0	18	0	18	10	0	10
25	3	0	3	3	0	3	5	0	5	7	0	7
26	5	0	5	1	0	1	11	0	11	13	0	13
27	1	0	1	3	0	3	1	0	1	3	0	3
28	5	0	5	0	0	0	3	0	3	4	0	4
29	7	0	7	10	0	10	23	0	23	20	0	20
30	5	0	5	7	0	7	27	0	27	14	0	14
31	1	0	1	2	0	2	2	0	2	4	0	4
32	5	0	5	5	0	5	11	0	11	12	0	12
33	9	0	9	11	0	11	22	0	22	22	0	22
34	0	0	0	0	0	0	0	0	0	0	0	0
35	2	0	2	2	0	2	3	0	3	3	0	3
36	3	0	3	4	0	4	4	0	4	5	0	5
37	2	0	2	1	0	1	2	0	2	2	0	2
38	3	0	3	3	0	3	5	0	5	8	0	8
39	2	0	2	2	0	2	2	0	2	2	0	2
40	3	0	3	3	0	3	3	0	3	5	0	5

TABLE E-5 (continued)
RWCDS Parking Demand

	No-Action						With-Action					
	Weekday Midday			Overnight			Weekday Midday			Overnight		
Site	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand
41	3	0	3	4	0	4	14	0	14	7	0	7
42	2	0	2	2	0	2	2	0	2	2	0	2
43	3	0	3	7	0	7	6	0	6	10	0	10
44	1	0	1	4	0	4	1	0	1	5	0	5
45	1	0	1	2	0	2	1	0	1	2	0	2
46	3	0	3	3	0	3	3	0	3	5	0	5
47	1	0	1	2	0	2	0	0	0	2	0	2
48	1	0	1	2	0	2	1	0	1	2	0	2
49	0	0	0	0	0	0	15	0	15	12	0	12
50	1	0	1	2	0	2	1	0	1	2	0	2
51	2	0	2	4	0	4	4	0	4	6	0	6
52	0	0	0	1	0	1	1	0	1	2	0	2
53	2	0	2	4	0	4	3	0	3	5	0	5
54	4	0	4	6	0	6	4	0	4	9	0	9
55	4	0	4	6	0	6	6	0	6	8	0	8
56	11	0	11	15	0	15	16	0	16	25	0	25
57	5	0	5	7	0	7	4	0	4	10	0	10
58	2	0	2	3	0	3	3	0	3	3	0	3
59	1	0	1	7	0	7	6	0	6	10	0	10
60	1	0	1	2	0	2	1	0	1	2	0	2
61	1	0	1	2	0	2	1	0	1	2	0	2
62	3	0	3	5	0	5	3	0	3	8	0	8
63	18	0	18	14	0	14	19	0	19	20	0	20
64	2	0	2	3	0	3	2	0	2	4	0	4
65	2	0	2	3	0	3	3	0	3	4	0	4
66	4	0	4	5	0	5	6	0	6	8	0	8
67	5	0	5	6	0	6	4	0	4	8	0	8
68	4	0	4	5	0	5	12	0	12	16	0	16
69	0	0	0	0	0	0	13	0	13	10	0	10
70	0	0	0	0	0	0	129	0	129	127	0	127

Proposed Actions (Sites 1-69)

Sub-Area	A	114	96	91	160	96	114	283	67	216	305	67	238
	B	157	0	157	170	0	170	414	100	331	497	100	410
	C	154	128	115	177	128	151	423	174	264	340	174	197
	Total	**425**	**224**	**363**	**507**	**224**	**435**	**1,120**	**341**	**811**	**1,142**	**341**	**845**

Alternative with Sendero Verde Development Alternative (Sites 1-70)

Sub-Area	A	114	96	91	160	96	114	412	67	345	432	67	365
	B	157	0	157	170	0	170	414	100	331	497	100	410
	C	154	128	115	177	128	151	423	174	264	340	174	197
	Total	**425**	**224**	**363**	**507**	**224**	**435**	**1,249**	**341**	**940**	**1,269**	**341**	**972**

Notes:

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

Projected development sites 2, 6, 7, 11, 13, 49, 69 and 70 unchanged in the No-Action condition. Demand accounted for in existing inventory.

Site 34 changed from Projected to Potential and therefore no longer included in the analysis.

Sites 6 and 7 would remain public parking facilities with a total of 126 spaces in the No-Action condition.

TABLE E-6
Action-With-Mitigation Intersection Level of Service Analysis

	No-Action AM Peak Hour					With-Action AM Peak Hour						Mitigation AM Peak Hour					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 106th Street &	EB	L	1.02	112.0	F	EB	L	1.09	135.3	F	*	EB	L	1.02	111.2	F	
First Avenue	EB	LT	1.02	105.4	F	EB	LT	1.08	125.1	F	*	EB	LT	1.00	99.3	F	
	WB	TR	0.90	54.1	D	WB	TR	0.96	64.8	E	*	WB	TR	0.93	57.1	E	
	NB	L	0.61	47.6	D	NB	L	0.62	47.9	D		NB	L	0.62	47.9	D	
	NB	T	0.54	14.2	B	NB	T	0.54	14.2	B		NB	T	0.55	14.9	B	
	NB	R	0.08	10.2	B	NB	R	0.08	10.2	B		NB	R	0.08	10.7	B	
East 106th Street &	EB	TR	1.18	133.8	F	EB	TR	1.20	140.4	F	*	EB	TR	1.16	124.8	F	
Second Avenue	WB	L	0.81	72.2	E	WB	L	0.82	73.8	E		WB	L	0.76	62.2	E	
	WB	T	0.73	36.3	D	WB	T	0.76	38.2	D		WB	T	0.74	35.8	D	
	SB	L	0.28	36.0	D	SB	L	0.29	36.1	D		SB	L	0.29	36.1	D	
	SB	T	0.69	17.1	B	SB	T	0.70	17.3	B		SB	T	0.71	18.2	B	
	SB	R	0.23	12.0	B	SB	R	0.23	12.1	B		SB	R	0.24	12.8	B	
East 120th Street &	EB	TR	0.92	58.1	E	EB	TR	1.00	75.4	E	*	EB	TR	0.94	58.8	E	
Second Avenue	SB	L	0.21	11.3	B	SB	L	0.22	11.4	B		SB	L	0.23	12.5	B	
	SB	T	0.82	21.0	C	SB	T	0.84	21.8	C		SB	T	0.88	25.0	C	
East 125th St/RFK Bridge &	EB	T	1.36	203.1	F	EB	T	1.42	230.6	F	*	EB	T	1.42	230.6	F	*
Second Avenue	EB	R	0.78	56.2	E	EB	R	0.79	57.8	E		EB	R	0.79	57.8	E	
	WB (Ramp)	L	1.09	108.2	F	WB (Ramp)	L	1.14	125.5	F	*	WB (Ramp)	L	1.14	125.5	F	*
	WB (Ramp)	LT	1.20	146.7	F	WB (Ramp)	LT	1.23	158.8	F	*	WB (Ramp)	LT	1.23	158.8	F	*
	WB (E 125 St)	LT	0.66	39.6	D	WB (E 125 St)	LT	0.74	45.3	D	*	WB (E 125 St)	LT	0.74	45.3	D	*
	SB	L	0.41	25.5	C	SB	L	0.41	25.4	C		SB	L	0.41	25.4	C	
	SB	T	0.96	48.9	D	SB	T	0.98	52.5	D		SB	T	0.98	52.5	D	
	SB	R	0.47	32.1	C	SB	R	0.47	32.1	C		SB	R	0.47	32.1	C	
East 126th Street &	WB	L	1.00	117.5	F	WB	L	1.08	139.1	F	*	WB	L	1.02	119.2	F	
Second Ave/RFK Bridge Exit	WB	TR	0.67	41.6	D	WB	TR	0.68	41.7	D		WB	TR	0.64	38.6	D	
	NB	L	1.03	96.8	F	NB	L	1.07	106.8	F	*	NB	L	1.01	89.2	F	
	NB	T	0.03	5.5	A	NB	T	0.03	5.5	A		NB	T	0.03	5.9	A	
	SB	TR	0.83	29.2	C	SB	TR	0.85	29.8	C		SB	TR	0.90	34.5	C	
East 127th Street &	EB	L	1.21	147.4	F	EB	L	1.26	168.2	F	*	EB	L	1.22	150.1	F	
Second Avenue	EB	TR	0.58	28.7	C	EB	TR	0.58	28.7	C		EB	TR	0.56	27.4	C	
	NB	TR	0.22	11.3	B	NB	TR	0.22	11.3	B		NB	TR	0.22	11.8	B	
	SB	LT	0.73	17.8	B	SB	LT	0.74	18.1	B		SB	LT	0.75	19.1	B	
East 116th Street &	EB	LT	1.10	92.2	F	EB	LT	1.12	99.4	F	*	EB	LT	1.09	86.0	F	
Third Avenue	WB	TR	0.62	25.0	C	WB	TR	0.63	25.2	C		WB	TR	0.61	24.0	C	
	NB	LTR	0.56	17.1	B	NB	LTR	0.58	17.3	B		NB	LTR	0.59	18.1	B	
East 122nd Street &	EB	LT	0.79	42.1	D	EB	LT	0.87	51.3	D	*	EB	LT	0.84	46.5	D	
Third Avenue	NB	TR	0.42	12.5	B	NB	TR	0.43	12.6	B		NB	TR	0.44	13.3	B	
East 125th Street &	EB	L	1.16	162.5	F	EB	L	1.19	174.7	F	*	EB	L	1.03	118.1	F	
Third Avenue	EB	T	1.30	173.6	F	EB	T	1.36	197.0	F	*	EB	T	1.29	166.3	F	
	WB	TR	1.23	146.8	F	WB	TR	1.25	155.1	F	*	WB	TR	1.19	128.0	F	
	NB	LTR	0.68	21.1	C	NB	LTR	0.70	21.7	C		NB	LTR	0.75	24.3	C	

Intersection	No-Action AM Peak Hour					With-Action AM Peak Hour						Mitigation AM Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 126th Street &	WB	T	0.91	47.7	D	WB	T	0.95	55.8	E	*	WB	T	0.93	49.7	D	
Third Avenue	WB	R	0.55	29.8	C	WB	R	0.56	29.9	C		WB	R	0.54	28.4	C	
	NB	LT	0.24	12.0	B	NB	LT	0.25	12.0	B		NB	LT	0.25	12.6	B	
East 125th Street &	EB	T	1.35	200.9	F	EB	T	1.38	211.6	F	*	EB	T	1.38	211.6	F	*
Lexington Avenue	EB	R	0.58	32.7	C	EB	R	0.65	37.6	D		EB	R	0.65	37.6	D	
	WB	T	1.46	248.0	F	WB	T	1.48	257.4	F	*	WB	T	1.48	257.4	F	*
	SB	LT	1.00	53.4	D	SB	LT	1.05	66.6	E	*	SB	LT	1.05	66.6	E	*
	SB	R	0.54	25.9	C	SB	R	0.59	28.9	C		SB	R	0.59	28.9	C	
East 111th Street &	WB	TR	1.09	116.0	F	WB	TR	1.13	131.9	F	*	WB	TR	1.08	111.6	F	
Park Avenue - NB	NB	LT	0.51	15.4	B	NB	LT	0.53	15.9	B		NB	LT	0.55	16.7	B	
East 119th Street &	WB	TR	1.16	136.0	F	WB	TR	1.35	210.8	F	*	WB	TR	1.18	138.4	F	
Park Avenue - NB	NB	LT	0.39	13.5	B	NB	LT	0.43	14.0	B		NB	LT	0.46	16.2	B	
East 120th Street &	EB	LT	0.80	49.8	D	EB	LT	0.89	60.1	E	*	EB	LT	0.85	53.3	D	
Park Avenue - NB	NB	TR	0.45	14.4	B	NB	TR	0.48	15.0	B		NB	TR	0.49	15.8	B	
East 119th Street &	WB	LT	0.95	70.9	E	WB	LT	1.09	110.3	F	*	WB	LT	0.95	67.0	E	
Park Avenue - SB	SB	TR	1.02	58.5	E	SB	TR	1.06	72.9	E	*	SB	T	0.81	27.8	C	
												SB	R	0.29	14.2	B	
												SB	TR		25.5	C	
East 120th Street &	EB	TR	0.99	86.8	F	EB	TR	1.07	109.9	F	*	EB	T	0.86	61.8	E	
Park Avenue - SB												EB	R	0.25	32.2	C	
												EB	TR		57.0	D	
	SB	LT	0.98	49.5	D	SB	LT	1.02	58.5	E	*	SB	LT	1.00	52.4	D	
East 128th Street &	EB	TR	1.20	156.5	F	EB	TR	1.22	164.7	F	*	EB	TR	1.16	139.9	F	
Park Avenue - SB	SB	LT	0.84	28.1	C	SB	LT	0.86	29.8	C		SB	LT	0.88	32.3	C	
East 116th Street &	EB	LT	1.10	98.3	F	EB	LT	1.12	104.7	F	*	EB	LT	1.08	87.3	F	
Madison Avenue	WB	TR	0.69	32.9	C	WB	TR	0.70	33.4	C		WB	TR	0.68	31.6	C	
	NB	L	0.11	12.3	B	NB	L	0.11	12.3	B		NB	L	0.11	12.8	B	
	NB	TR	0.66	19.5	B	NB	TR	0.66	19.6	B		NB	TR	0.68	20.6	C	
East 119th Street &	WB	TR	0.99	71.0	E	WB	TR	1.05	87.8	F	*	WB	TR	0.99	68.3	E	
Madison Avenue	NB	LT	0.41	12.6	B	NB	LT	0.41	12.7	B		NB	LT	0.43	14.0	B	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes an impacted movement

	No-Action Midday Peak Hour					With-Action Midday Peak Hour						Mitigation Midday Peak Hour					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 125th Street /FDR Drive - SB &	EB	LT	1.06	72.4	E	EB	LT	1.08	80.3	F	*	EB	LT	1.05	69.4	E	
First Avenue/Willis Avenue Bridge	NB	L	0.22	13.7	B	NB	L	0.21	13.7	B		NB	L	0.22	14.4	B	
	NB	T	0.63	18.0	B	NB	T	0.63	18.1	B		NB	T	0.65	19.0	B	
	NB	R	0.03	11.5	B	NB	R	0.04	11.6	B		NB	R	0.04	12.1	B	
East 106th Street &	EB	TR	1.13	116.6	F	EB	TR	1.16	126.6	F	*	EB	TR	1.11	110.6	F	
Second Avenue	WB	L	0.91	84.5	F	WB	L	0.93	88.1	F	*	WB	L	0.86	71.9	E	
	WB	T	0.54	28.5	C	WB	T	0.56	29.0	C		WB	T	0.54	27.7	C	
	SB	L	0.25	35.2	D	SB	L	0.26	35.4	D		SB	L	0.26	35.4	D	
	SB	T	0.57	14.8	B	SB	T	0.58	14.9	B		SB	T	0.59	15.6	B	
	SB	R	0.51	19.4	B	SB	R	0.53	20.1	C		SB	R	0.54	21.2	C	
East 125th St/RFK Bridge &	EB	T	1.10	92.8	F	EB	T	1.13	104.5	F	*	EB	T	1.13	104.5	F	*
Second Avenue	EB	R	0.71	44.5	D	EB	R	0.74	47.3	D		EB	R	0.74	47.3	D	
	WB (Ramp)	L	0.78	52.2	D	WB (Ramp)	L	0.81	54.7	D		WB (Ramp)	L	0.81	54.7	D	
	WB (Ramp)	LT	0.84	58.3	E	WB (Ramp)	LT	0.86	60.4	E		WB (Ramp)	LT	0.86	60.4	E	
	WB (E 125 St)	LT	0.39	26.1	C	WB (E 125 St)	LT	0.44	27.1	C		WB (E 125 St)	LT	0.44	27.1	C	
	SB	L	0.54	30.0	C	SB	L	0.52	29.4	C		SB	L	0.52	29.4	C	
	SB	T	0.91	42.6	D	SB	T	0.92	43.6	D		SB	T	0.92	43.6	D	
	SB	R	0.55	37.1	D	SB	R	0.54	36.7	D		SB	R	0.54	36.7	D	
East 126th Street &	WB	L	0.75	55.8	E	WB	L	0.80	61.6	E	*	WB	L	0.76	55.4	E	
Second Ave/RFK Bridge Exit	WB	TR	0.73	39.9	D	WB	TR	0.75	40.5	D		WB	TR	0.71	37.4	D	
	NB	L	0.61	43.2	D	NB	L	0.62	43.7	D		NB	L	0.62	43.7	D	
	NB	T	0.04	7.0	A	NB	T	0.04	7.0	A		NB	T	0.04	7.4	A	
	SB	TR	0.87	32.4	C	SB	TR	0.88	32.8	C		SB	TR	0.91	35.6	D	
East 125th Street &	EB	L	0.88	71.1	E	EB	L	0.89	73.9	E		EB	L	0.84	63.0	E	
Third Avenue	EB	T	1.25	153.5	F	EB	T	1.29	170.5	F	*	EB	T	1.26	155.7	F	
	WB	TR	1.15	116.5	F	WB	TR	1.17	123.6	F	*	WB	TR	1.14	110.8	F	
	NB	LTR	0.62	19.6	B	NB	LTR	0.62	19.7	B		NB	LTR	0.64	20.6	C	
East 125th Street &	EB	T	1.48	256.1	F	EB	T	1.49	261.5	F	*	EB	T	1.45	241.1	F	
Lexington Avenue	EB	R	0.64	38.6	D	EB	R	0.66	39.8	D		EB	R	0.63	37.0	D	
	WB	T	1.20	137.5	F	WB	T	1.21	141.1	F	*	WB	T	1.17	126.5	F	
	SB	LT	0.73	24.6	C	SB	LT	0.77	26.1	C		SB	LT	0.78	27.7	C	
	SB	R	0.41	21.4	C	SB	R	0.43	22.3	C		SB	R	0.45	23.6	C	
East 126th Street &	WB	LT	1.35	199.3	F	WB	LT	1.40	219.1	F	*	WB	LT	1.36	200.2	F	
Lexington Avenue	SB	TR	0.73	21.4	C	SB	TR	0.76	22.5	C		SB	TR	0.78	23.9	C	
East 111th Street &	WB	TR	0.88	62.1	E	WB	TR	0.93	71.5	E	*	WB	TR	0.89	62.4	E	
Park Avenue - NB	NB	LT	0.60	17.3	B	NB	LT	0.62	17.6	B		NB	LT	0.63	18.6	B	
East 119th Street &	WB	TR	0.82	46.2	D	WB	TR	0.90	57.8	E	*	WB	TR	0.84	46.8	D	
Park Avenue - NB	NB	LT	0.52	15.7	B	NB	LT	0.55	16.3	B		NB	LT	0.58	18.0	B	
East 119th Street &	WB	LT	0.85	55.1	E	WB	LT	0.97	75.9	E	*	WB	LT	0.88	56.5	E	
Park Avenue - SB	SB	TR	0.88	32.3	C	SB	TR	0.93	38.8	D		SB	T	0.68	20.5	C	
												SB	R	0.27	13.5	B	
												SB	TR		19.3	B	
East 128th Street &	EB	TR	1.03	102.5	F	EB	TR	1.08	116.9	F	*	EB	TR	1.03	100.4	F	
Park Avenue - SB	SB	LT	0.89	32.8	C	SB	LT	0.90	35.0	C		SB	LT	0.92	38.4	D	
East 119th Street &	WB	TR	0.81	43.0	D	WB	TR	0.86	48.0	D	*	WB	TR	0.83	43.7	D	
Madison Avenue	NB	LT	0.42	12.7	B	NB	LT	0.42	12.7	B		NB	LT	0.43	13.4	B	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes an impacted movement

Intersection	No-Action PM Peak Hour					With-Action PM Peak Hour						Mitigation PM Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 125th Street /FDR Drive - SB &	EB	LT	1.31	174.1	F	EB	LT	1.36	194.1	F	*	EB	LT	1.36	194.1	F	*
First Avenue/Willis Avenue Bridge	NB	L	0.24	15.2	B	NB	L	0.25	15.2	B		NB	L	0.25	15.2	B	
	NB	T	1.01	46.6	D	NB	T	1.02	49.6	D		NB	T	1.02	49.6	D	
	NB	R	0.04	12.7	B	NB	R	0.06	12.8	B		NB	R	0.06	12.8	B	
East 106th Street &	EB	TR	1.16	130.6	F	EB	TR	1.19	138.8	F	*	EB	TR	1.14	121.4	F	
Second Avenue	WB	L	0.91	85.1	F	WB	L	0.92	88.8	F	*	WB	L	0.86	72.1	E	
	WB	T	0.68	33.0	C	WB	T	0.70	34.3	C		WB	T	0.68	32.4	C	
	SB	L	0.25	35.2	D	SB	L	0.26	35.2	D		SB	L	0.26	35.2	D	
	SB	T	0.64	15.8	B	SB	T	0.65	15.9	B		SB	T	0.66	16.7	B	
	SB	R	0.52	19.3	B	SB	R	0.53	20.1	C		SB	R	0.55	21.3	C	
East 120th Street &	EB	TR	1.18	132.1	F	EB	TR	1.26	165.5	F	*	EB	TR	1.19	132.2	F	
Second Avenue	SB	L	0.28	12.2	B	SB	L	0.29	12.2	B		SB	L	0.30	13.5	B	
	SB	T	0.73	17.5	B	SB	T	0.74	17.9	B		SB	T	0.77	19.9	B	
East 125th St/RFK Bridge &	EB	T	1.42	226.6	F	EB	T	1.49	254.7	F	*	EB	T	1.49	254.7	F	*
Second Avenue	EB	R	0.46	30.7	C	EB	R	0.48	31.3	C		EB	R	0.48	31.3	C	
	WB (Ramp)	L	0.95	76.8	E	WB (Ramp)	L	1.00	88.6	F	*	WB (Ramp)	L	1.00	88.6	F	*
	WB (Ramp)	LT	0.98	81.8	F	WB (Ramp)	LT	1.02	89.6	F	*	WB (Ramp)	LT	1.02	89.6	F	*
	WB (E 125 St)	LT	0.77	43.8	D	WB (E 125 St)	LT	0.94	67.9	E	*	WB (E 125 St)	LT	0.94	67.9	E	*
	SB	L	1.04	78.1	E	SB	L	1.04	76.7	E		SB	L	1.04	76.7	E	
	SB	T	1.06	74.9	E	SB	T	1.08	82.7	F	*	SB	T	1.08	82.7	F	*
	SB	R	0.48	34.5	C	SB	R	0.48	34.3	C		SB	R	0.48	34.3	C	
East 126th Street &	WB	L	1.35	235.7	F	WB	L	1.50	295.8	F	*	WB	L	1.50	295.8	F	*
Second Ave/RFK Bridge Exit	WB	TR	0.82	50.5	D	WB	TR	0.84	51.9	D		WB	TR	0.84	51.9	D	
	NB	L	0.98	82.6	F	NB	L	0.99	86.7	F	*	NB	L	0.99	86.7	F	*
	NB	T	0.04	5.5	A	NB	T	0.04	5.5	A		NB	T	0.04	5.5	A	
	SB	TR	0.99	44.1	D	SB	TR	1.01	47.5	D		SB	TR	1.01	47.5	D	
East 127th Street &	EB	L	1.01	70.2	E	EB	L	1.06	85.5	F	*	EB	L	1.00	67.1	E	
Second Avenue	EB	TR	0.77	32.8	C	EB	TR	0.77	32.8	C		EB	TR	0.73	28.9	C	
	NB	TR	0.13	12.7	B	NB	TR	0.13	12.7	B		NB	TR	0.13	13.9	B	
	SB	LT	0.92	29.9	C	SB	LT	0.94	31.4	C		SB	LT	0.98	39.9	D	
East 128th Street &	EB	T	1.16	105.5	F	EB	T	1.18	112.0	F	*	EB	T	1.15	99.6	F	
Second Avenue	SB	T	0.33	16.9	B	SB	T	0.34	17.0	B		SB	T	0.35	17.7	B	
East 116th Street &	EB	LT	0.95	51.4	D	EB	LT	0.98	56.5	E	*	EB	LT	0.95	49.3	D	
Third Avenue	WB	TR	0.48	21.8	C	WB	TR	0.48	21.9	C		WB	TR	0.47	21.0	C	
	NB	LTR	0.77	20.9	C	NB	LTR	0.78	21.2	C		NB	LTR	0.80	22.4	C	
East 125th Street &	EB	L	0.91	79.5	E	EB	L	0.96	91.9	F	*	EB	L	0.84	63.0	E	
Third Avenue	EB	T	1.57	294.0	F	EB	T	1.66	332.4	F	*	EB	T	1.57	292.4	F	
	WB	TR	1.22	142.6	F	WB	TR	1.23	149.0	F	*	WB	TR	1.17	121.2	F	
	NB	LTR	0.85	25.9	C	NB	LTR	0.87	27.0	C		NB	LTR	0.92	32.3	C	
East 126th Street &	WB	T	1.04	75.0	E	WB	T	1.10	95.5	F	*	WB	T	1.04	75.0	E	
Third Avenue	WB	R	0.88	56.2	E	WB	R	0.89	58.1	E		WB	R	0.84	47.4	D	
	NB	LT	0.32	14.2	B	NB	LT	0.33	14.3	B		NB	LT	0.35	15.6	B	

	No-Action PM Peak Hour					With-Action PM Peak Hour						Mitigation PM Peak Hour					
Intersection	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**
East 120th Street &	EB	TR	0.91	54.2	D	EB	TR	0.97	65.3	E	*	EB	TR	0.94	57.9	E
Lexington Avenue	SB	LT	0.73	18.8	B	SB	LT	0.74	19.3	B		SB	LT	0.76	20.5	C
East 125th Street &	EB	T	1.73	364.5	F	EB	T	1.77	385.6	F	*	EB	T	1.72	362.2	F
Lexington Avenue	EB	R	0.70	40.9	D	EB	R	0.70	41.5	D		EB	R	0.68	38.7	D
	WB	T	1.21	143.1	F	WB	T	1.23	149.3	F	*	WB	T	1.19	133.7	F
	SB	LT	0.80	26.9	C	SB	LT	0.85	29.9	C		SB	LT	0.87	32.3	C
	SB	R	0.52	25.8	C	SB	R	0.55	27.4	C		SB	R	0.57	29.4	C
East 126th Street &	WB	LT	1.54	281.7	F	WB	LT	1.61	311.9	F	*	WB	LT	1.51	268.5	F
Lexington Avenue	SB	TR	0.80	23.1	C	SB	TR	0.85	25.4	C		SB	TR	0.88	29.7	C
East 111th Street &	WB	TR	1.09	113.4	F	WB	TR	1.16	135.2	F	*	WB	T	0.84	54.4	D
Park Avenue - NB												WB	R	0.46	40.2	D
												WB	TR		51.6	D
	NB	LT	1.06	70.8	E	NB	LT	1.08	76.9	E	*	NB	LT	1.06	69.2	E
East 119th Street &	WB	TR	1.09	113.0	F	WB	TR	1.24	167.4	F	*	WB	TR	1.08	104.2	F
Park Avenue - NB	NB	LT	0.76	22.8	C	NB	LT	0.79	24.7	C		NB	LT	0.85	30.6	C
East 120th Street &	EB	LT	1.05	96.9	F	EB	LT	1.16	132.6	F	*	EB	LT	1.06	94.3	F
Park Avenue - NB	NB	TR	0.76	23.0	C	NB	TR	0.80	25.5	C		NB	TR	0.84	29.6	C
East 128th Street &	EB	LT	0.76	46.0	D	EB	LT	0.85	54.8	D	*	EB	LT	0.81	49.2	D
Park Avenue - NB	NB	TR	0.58	17.0	B	NB	TR	0.61	17.8	B		NB	TR	0.62	18.8	B
East 119th Street &	WB	LT	1.01	85.6	F	WB	LT	1.17	136.6	F	*	WB	LT	1.01	80.8	F
Park Avenue - SB	SB	TR	0.82	26.3	C	SB	TR	0.86	29.9	C		SB	T	0.69	21.5	C
												SB	R	0.19	12.9	B
												SB	TR		20.4	C
East 120th Street &	EB	TR	1.16	135.8	F	EB	TR	1.25	171.1	F	*	EB	TR	1.13	124.6	F
Park Avenue - SB	SB	LT	0.86	29.0	C	SB	LT	0.89	32.7	C		SB	LT	0.93	39.7	D
East 128th Street &	EB	TR	0.96	78.5	E	EB	TR	1.02	93.8	F	*	EB	TR	0.97	78.8	E
Park Avenue - SB	SB	LT	0.76	22.8	C	SB	LT	0.80	25.1	C		SB	LT	0.82	27.0	C
East 116th Street &	EB	LT	1.13	114.0	F	EB	LT	1.16	123.2	F	*	EB	LT	1.10	100.9	F
Madison Avenue	WB	TR	0.91	47.0	D	WB	TR	0.92	47.9	D		WB	TR	0.88	43.0	D
	NB	L	0.23	13.5	B	NB	L	0.23	13.5	B		NB	L	0.23	14.2	B
	NB	TR	0.83	25.4	C	NB	TR	0.84	25.9	C		NB	TR	0.86	27.8	C
East 119th Street &	WB	TR	0.95	61.6	E	WB	TR	1.01	75.1	E	*	WB	TR	0.94	58.2	E
Madison Avenue	NB	LT	0.54	14.3	B	NB	LT	0.55	14.3	B		NB	LT	0.57	15.8	B

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes an impacted movement

	No-Action SAT Peak Hour					With-Action SAT Peak Hour						Mitigation SAT Peak Hour					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 106th Street &	EB	L	1.02	107.5	F	EB	L	1.05	118.2	F	*	EB	L	0.98	95.1	F	
First Avenue	EB	LT	1.03	118.4	F	EB	LT	1.07	132.1	F	*	EB	LT	0.99	105.2	F	
	WB	TR	0.87	47.2	D	WB	TR	0.89	50.0	D		WB	TR	0.86	45.4	D	
	NB	L	0.35	36.8	D	NB	L	0.35	36.8	D		NB	L	0.35	36.8	D	
	NB	TR	0.48	13.2	B	NB	TR	0.48	13.2	B		NB	TR	0.49	13.8	B	
East 106th Street &	EB	TR	1.12	112.3	F	EB	TR	1.14	120.6	F	*	EB	TR	1.11	104.6	F	
Second Avenue	WB	L	0.61	44.0	D	WB	L	0.62	45.1	D		WB	L	0.58	39.8	D	
	WB	T	0.63	31.1	C	WB	T	0.64	31.5	C		WB	T	0.62	30.0	C	
	SB	L	0.25	35.0	D	SB	L	0.26	35.1	D		SB	L	0.26	35.1	D	
	SB	TR	0.47	13.1	B	SB	TR	0.48	13.2	B		SB	TR	0.49	13.8	B	
East 119th Street &	WB	LT	1.14	117.0	F	WB	LT	1.15	121.2	F	*	WB	LT	1.11	106.6	F	
Second Avenue	SB	TR	0.83	20.9	C	SB	TR	0.84	21.4	C		SB	TR	0.86	22.9	C	
East 125th St/RFK Bridge &	EB	T	1.12	107.1	F	EB	T	1.16	120.4	F	*	EB	T	1.16	120.4	F	*
Second Avenue	EB	R	0.90	75.3	E	EB	R	0.90	76.3	E		EB	R	0.90	76.3	E	
	WB (Ramp)	L	0.89	60.8	E	WB (Ramp)	L	0.91	63.9	E		WB (Ramp)	L	0.91	63.9	E	
	WB (Ramp)	LT	0.90	61.5	E	WB (Ramp)	LT	0.91	63.2	E		WB (Ramp)	LT	0.91	63.2	E	
	WB (E 125 St)	LT	0.50	33.1	C	WB (E 125 St)	LT	0.59	36.2	D		WB (E 125 St)	LT	0.59	36.2	D	
	SB	L	0.80	35.2	D	SB	L	0.80	34.6	C		SB	L	0.80	34.6	C	
	SB	T	0.95	42.3	D	SB	T	0.96	43.7	D		SB	T	0.96	43.7	D	
	SB	R	0.37	26.2	C	SB	R	0.37	26.2	C		SB	R	0.37	26.2	C	
East 126th Street &	WB	L	0.77	62.3	E	WB	L	0.83	72.3	E	*	WB	L	0.79	63.6	E	
Second Ave/RFK Bridge Exit	WB	TR	0.74	42.0	D	WB	TR	0.76	43.0	D		WB	TR	0.72	39.6	D	
	NB	L	0.66	44.5	D	NB	L	0.68	45.4	D		NB	L	0.68	45.4	D	
	NB	T	0.04	6.3	A	NB	T	0.04	6.3	A		NB	T	0.04	6.7	A	
	SB	TR	0.94	35.7	D	SB	TR	0.94	36.4	D		SB	TR	0.97	41.3	D	
East 124th Street &	EB	LT	0.95	61.7	E	EB	LT	0.97	65.9	E	*	EB	LT	0.94	57.7	E	
Third Avenue	NB	TR	0.47	13.1	B	NB	TR	0.48	13.2	B		NB	TR	0.49	13.8	B	
East 125th Street &	EB	L	0.81	67.8	E	EB	L	0.82	69.2	E		EB	L	0.72	50.2	D	
Third Avenue	EB	T	1.04	76.5	E	EB	T	1.08	86.8	F	*	EB	T	1.02	67.8	E	
	WB	TR	1.32	188.2	F	WB	TR	1.34	196.6	F	*	WB	TR	1.27	165.6	F	
	NB	LTR	0.62	18.7	B	NB	LTR	0.63	18.9	B		NB	LTR	0.67	20.8	C	
East 126th Street &	WB	T	0.90	46.5	D	WB	T	0.95	55.8	E	*	WB	T	0.93	49.9	D	
Third Avenue	WB	R	1.06	101.3	F	WB	R	1.07	107.4	F	*	WB	R	1.04	95.2	F	
	NB	LT	0.26	13.1	B	NB	LT	0.26	13.2	B		NB	LT	0.27	13.8	B	
East 125th Street &	EB	T	1.20	137.4	F	EB	T	1.21	140.5	F	*	EB	T	1.17	125.3	F	
Lexington Avenue	EB	R	0.84	57.7	E	EB	R	0.85	59.9	E		EB	R	0.82	53.3	D	
	WB	T	1.16	121.4	F	WB	T	1.16	123.8	F		WB	T	1.13	109.4	F	
	SB	LT	0.86	30.7	C	SB	LT	0.90	33.8	C		SB	LT	0.92	37.2	D	
	SB	R	0.42	21.7	C	SB	R	0.44	22.3	C		SB	R	0.45	23.7	C	
East 126th Street &	WB	LT	1.58	298.6	F	WB	LT	1.64	329.1	F	*	WB	LT	1.55	285.2	F	
Lexington Avenue	SB	TR	0.76	21.1	C	SB	TR	0.78	22.2	C		SB	TR	0.82	25.2	C	
East 111th Street &	WB	TR	1.03	93.1	F	WB	TR	1.06	101.5	F	*	WB	TR	1.01	86.1	F	
Park Avenue - NB	NB	LT	0.54	16.0	B	NB	LT	0.55	16.3	B		NB	LT	0.56	17.2	B	
East 119th Street &	WB	TR	1.09	112.8	F	WB	TR	1.20	151.5	F	*	WB	TR	1.09	109.7	F	
Park Avenue - NB	NB	LT	0.45	14.3	B	NB	LT	0.48	14.7	B		NB	LT	0.50	16.2	B	
East 119th Street &	WB	LT	0.85	53.6	D	WB	LT	0.95	69.8	E	*	WB	LT	0.86	53.1	D	
Park Avenue - SB	SB	TR	0.72	21.2	C	SB	TR	0.76	23.1	C		SB	TR	0.80	26.3	C	
East 120th Street &	EB	TR	0.99	85.0	F	EB	TR	1.05	101.4	F	*	EB	TR	1.00	87.1	F	
Park Avenue - SB	SB	LT	0.75	22.1	C	SB	LT	0.78	23.7	C		SB	LT	0.80	25.3	C	
East 128th Street &	EB	TR	0.81	54.5	D	EB	TR	0.86	60.7	E	*	EB	TR	0.82	54.0	D	
Park Avenue - SB	SB	LT	0.49	14.8	B	SB	LT	0.50	15.0	B		SB	LT	0.51	15.8	B	
East 116th Street &	EB	LT	1.12	107.2	F	EB	LT	1.13	112.4	F	*	EB	LT	1.09	94.8	F	
Madison Avenue	WB	TR	0.67	31.7	C	WB	TR	0.68	31.9	C		WB	TR	0.65	30.4	C	
	NB	L	0.15	12.7	B	NB	L	0.15	12.7	B		NB	L	0.16	13.3	B	
	NB	TR	0.74	21.6	C	NB	TR	0.75	21.8	C		NB	TR	0.77	23.0	C	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes an impacted movement

TABLE E-7
With-Action Intersection Level of Service Analysis - Sendero Verde Development Alternative

	Sendero Verde Alt. AM Peak Hour						Sendero Verde Alt. Midday Peak Hour						Sendero Verde Alt. PM Peak Hour						Sendero Verde Alt. SAT Peak Hour					
Intersection	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	
East 106th Street &	EB	R	-	8.3	A		EB	R	-	7.6	A		EB	R	-	7.7	A		EB	R	-	7.6	A	
FDR Drive - SB Service Road	SB	TR	-	12.5	B		SB	TR	-	8.6	A		SB	TR	-	8.8	A		SB	TR	-	9.8	A	
(All-Way Stop Controlled)																								
East 106th Street &	EB	L	1.22	183.2	F	*	EB	L	0.75	50.6	D	*	EB	L	0.72	49.4	D	*	EB	L	1.10	133.4	F	*
First Avenue	EB	LT	1.19	164.8	F	*	EB	LT	0.74	48.4	D	*	EB	LT	0.72	45.9	D	*	EB	LT	1.10	141.7	F	*
	WB	TR	1.04	84.8	F	*	WB	TR	0.76	38.7	D		WB	TR	0.77	38.2	D		WB	TR	0.92	54.4	D	*
	NB	L	0.62	47.9	D		NB	L	0.73	55.4	E		NB	L	0.87	71.1	E		NB	L	0.35	36.8	D	
	NB	T	0.54	14.3	B		NB	T	0.66	16.5	B		NB	T	0.95	31.5	C		NB	TR	0.48	13.2	B	
	NB	R	0.08	10.2	B		NB	R	0.08	10.3	B		NB	R	0.09	10.5	B							
East 125th Street /FDR Drive - SB &	EB	LT	0.90	38.6	D		EB	LT	1.08	80.3	F	*	EB	LT	1.36	194.1	F	*	EB	LT	0.97	48.9	D	
First Avenue/Willis Avenue Bridge	NB	L	0.20	13.2	B		NB	L	0.21	13.7	B		NB	L	0.25	15.2	B		NB	L	0.31	15.2	B	
	NB	T	0.72	19.9	B		NB	T	0.63	18.1	B		NB	T	1.03	50.8	D		NB	T	0.63	17.9	B	
	NB	R	0.10	12.2	B		NB	R	0.04	11.6	B		NB	R	0.06	12.8	B		NB	R	0.03	11.5	B	
East 106th Street &	EB	TR	1.20	140.4	F	*	EB	TR	1.16	126.6	F	*	EB	TR	1.19	138.8	F	*	EB	TR	1.14	120.6	F	*
Second Avenue	WB	L	0.82	73.8	E		WB	L	0.93	88.1	F	*	WB	L	0.92	88.8	F	*	WB	L	0.62	45.1	D	
	WB	T	0.84	44.3	D		WB	T	0.58	29.7	C		WB	T	0.74	36.4	D		WB	T	0.66	32.2	C	
	SB	L	0.30	36.4	D		SB	L	0.27	35.6	D		SB	L	0.27	35.5	D		SB	L	0.26	35.1	D	
	SB	T	0.70	17.5	B		SB	T	0.58	14.9	B		SB	T	0.65	16.0	B		SB	TR	0.48	13.2	B	
	SB	R	0.23	12.1	B		SB	R	0.53	20.1	C		SB	R	0.53	20.2	C							
East 119th Street &	WB	LT	0.65	33.0	C		WB	LT	0.64	32.6	C		WB	LT	0.67	33.7	C		WB	LT	1.15	122.1	F	*
Second Avenue	SB	T	0.86	23.2	C		SB	TR	0.82	20.9	C		SB	T	0.80	19.7	B		SB	TR	0.84	21.4	C	
	SB	R	0.33	13.2	B								SB	R	0.30	12.7	B							
East 120th Street &	EB	TR	1.02	79.3	E	*	EB	TR	0.80	42.3	D		EB	TR	1.29	178.1	F	*	EB	TR	0.87	48.6	D	*
Second Avenue	SB	L	0.22	11.4	B		SB	L	0.14	10.6	B		SB	L	0.29	12.2	B		SB	L	0.28	12.1	B	
	SB	T	0.84	22.0	C		SB	T	0.72	17.7	B		SB	T	0.74	17.9	B		SB	T	0.77	18.6	B	
East 121st Street &	SB	T	0.96	32.7	C		SB	T	0.77	18.9	B		SB	T	0.87	23.0	C		SB	T	0.81	20.1	C	
Second Avenue	SB	R	0.33	13.4	B		SB	R	0.31	13.3	B		SB	R	0.32	13.1	B		SB	R	0.25	11.7	B	
East 122nd Street &	EB	TR	0.63	31.8	C		EB	TR	0.45	26.5	C		EB	TR	0.67	33.7	C		EB	TR	0.48	27.1	C	
Second Avenue	SB	L	0.01	9.4	A		SB	L	0.01	9.4	A		SB	L	0.02	9.5	A		SB	L	0.02	9.5	A	
	SB	T	0.90	25.2	C		SB	T	0.76	18.8	B		SB	T	0.80	19.8	B		SB	T	0.84	21.4	C	
East 123rd Street &	SB	TR	0.97	34.0	C		SB	TR	0.87	23.3	C		SB	TR	0.89	23.9	C		SB	TR	0.93	27.4	C	
Second Avenue																								
East 124th Street &	EB	TR	0.67	29.1	C		EB	TR	0.79	33.3	C		EB	TR	0.65	28.3	C		EB	T	1.07	88.1	F	
Second Avenue	SB	T	0.90	25.8	C		SB	T	0.80	20.2	C		SB	T	0.82	20.8	C		EB	R	0.37	25.4	C	
																			SB	T	0.83	20.9	C	
East 125th St/RFK Bridge &	EB	T	1.43	232.3	F	*	EB	T	1.13	105.5	F	*	EB	T	1.49	257.1	F	*	EB	T	1.16	121.0	F	*
Second Avenue	EB	R	0.79	57.8	E		EB	R	0.74	47.3	D		EB	R	0.48	31.3	C		EB	R	0.90	76.3	E	
	WB (Ramp)	L	1.16	133.1	F	*	WB (Ramp)	L	0.82	55.7	E		WB (Ramp)	L	1.01	91.2	F	*	WB (Ramp)	L	0.91	64.8	E	*
	WB (Ramp)	LT	1.24	162.1	F	*	WB (Ramp)	LT	0.86	60.4	E		WB (Ramp)	LT	1.02	89.6	F	*	WB (Ramp)	LT	0.91	63.2	E	
	WB (E 125 St)	LT	0.74	45.3	D	*	WB (E 125 St)	LT	0.44	27.2	C		WB (E 125 St)	LT	0.93	66.6	E	*	WB (E 125 St)	LT	0.59	36.2	D	
	SB	L	0.41	25.4	C		SB	L	0.52	29.4	C		SB	L	1.04	76.7	E		SB	L	0.80	34.6	C	
	SB	T	0.98	52.5	D		SB	T	0.92	43.6	D		SB	T	1.08	82.7	F	*	SB	T	0.96	43.7	D	
	SB	R	0.47	32.1	C		SB	R	0.54	36.7	D		SB	R	0.48	34.3	C		SB	R	0.37	26.2	C	
East 126th Street &	WB	L	1.08	139.1	F	*	WB	L	0.80	61.6	E	*	WB	L	1.50	295.8	F	*	WB	L	0.83	72.3	E	*
Second Ave/RFK Bridge Exit	WB	TR	0.68	41.7	D		WB	TR	0.75	40.5	D		WB	TR	0.84	51.9	D		WB	TR	0.76	43.0	D	
	NB	L	1.07	106.8	F	*	NB	L	0.62	43.7	D		NB	L	0.99	86.7	F	*	NB	L	0.68	45.4	D	
	NB	T	0.03	5.5	A		NB	T	0.04	7.0	A		NB	T	0.04	5.5	A		NB	T	0.04	6.3	A	
	SB	TR	0.85	29.8	C		SB	TR	0.88	32.8	C		SB	TR	1.01	47.5	D		SB	TR	0.94	36.4	D	

	Sendero Verde Alt. AM Peak Hour						Sendero Verde Alt. Midday Peak Hour						Sendero Verde Alt. PM Peak Hour						Sendero Verde Alt. SAT Peak Hour					
Intersection	**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**		**Approach**	**Lane Group**	**V/C Ratio**	**Delay (sec/veh)**	**LOS**	
East 127th Street &	EB	L	1.26	168.2	F	*	EB	L	0.78	40.2	D		EB	L	1.06	85.5	F	*	EB	L	0.88	50.3	D	
Second Avenue	EB	TR	0.58	28.7	C		EB	TR	0.62	32.2	C		EB	TR	0.77	32.8	C		EB	TR	0.69	36.1	D	
	NB	TR	0.22	11.3	B		NB	TR	0.25	11.6	B		NB	TR	0.13	12.7	B		NB	TR	0.23	11.4	B	
	SB	LT	0.74	18.1	B		SB	LT	0.66	16.3	B		SB	LT	0.94	31.4	C		SB	LT	0.89	23.6	C	
East 128th Street &	EB	T	1.02	57.6	E		EB	T	1.08	74.6	E	*	EB	T	1.18	116.1	F	*	EB	T	1.19	116.2	F	*
Second Avenue	SB	T	0.24	15.9	B		SB	T	0.28	16.4	B		SB	T	0.34	17.0	B		SB	T	0.39	17.7	B	
East 106th Street &	EB	L	0.54	30.0	C		EB	L	0.45	25.4	C		EB	L	0.71	39.6	D		EB	L	0.75	42.3	D	
Third Avenue	EB	T	0.65	29.3	C		EB	T	0.50	24.7	C		EB	T	0.61	27.3	C		EB	T	0.77	39.6	D	
	WB	T	0.56	25.6	C		WB	T	0.43	22.5	C		WB	T	0.55	25.0	C		WB	T	0.51	23.9	C	
	WB	R	0.57	29.2	C		WB	R	0.49	25.6	C		WB	R	0.53	26.7	C		WB	R	0.40	23.1	C	
	NB	LTR	0.54	16.2	B		NB	LTR	0.50	15.6	B		NB	LTR	0.61	17.1	B		NB	LTR	0.55	16.3	B	
East 107th Street &	NB	LT	0.46	13.0	B		NB	LT	0.43	12.6	B		NB	LT	0.57	14.3	B		NB	LT	0.51	13.4	B	
Third Avenue																								
East 108th Street &	EB	L	0.38	24.8	C		EB	L	0.40	25.4	C		EB	L	0.32	23.7	C		EB	L	0.38	24.8	C	
Third Avenue	NB	T	0.44	12.8	B		NB	T	0.39	12.2	B		NB	T	0.54	13.8	B		NB	T	0.48	13.1	B	
East 109th Street &	WB	TR	0.80	43.5	D		WB	TR	0.41	25.5	C		WB	TR	0.51	27.6	C		WB	TR	0.38	24.6	C	
Third Avenue	NB	LT	0.51	13.6	B		NB	LT	0.47	13.1	B		NB	LT	0.60	14.7	B		NB	LT	0.73	17.5	B	
East 110th Street &	EB	LT	0.54	25.9	C		EB	LT	0.36	22.0	C		EB	LT	0.48	24.3	C		EB	LT	0.54	25.8	C	
Third Avenue	NB	TR	0.59	16.9	B		NB	TR	0.53	16.1	B		NB	TR	0.62	17.3	B		NB	TR	0.60	17.0	B	
East 111th Street &	WB	TR	0.95	64.4	E	*	WB	TR	0.74	37.1	D		WB	TR	0.99	72.7	E	*	WB	TR	0.82	43.4	D	
Third Avenue	NB	LT	0.49	13.3	B		NB	LT	0.44	12.7	B		NB	LT	0.59	14.5	B		NB	LT	0.53	13.7	B	
East 112th Street &	EB	LT	1.13	111.1	F	*	EB	LT	0.83	42.4	D		EB	LT	1.01	73.0	E	*	EB	LT	0.73	35.0	D	
Third Avenue	NB	TR	0.52	13.7	B		NB	TR	0.47	13.1	B		NB	TR	0.61	14.9	B		NB	TR	0.54	13.9	B	
East 116th Street &	EB	LT	1.12	100.4	F	*	EB	LT	0.79	32.9	C		EB	LT	0.98	56.9	E	*	EB	LT	0.91	44.6	D	
Third Avenue	WB	TR	0.63	25.2	C		WB	TR	0.48	22.0	C		WB	TR	0.48	21.9	C		WB	TR	0.52	22.6	C	
	NB	LTR	0.58	17.3	B		NB	LTR	0.54	16.7	B		NB	LTR	0.78	21.2	C		NB	LTR	0.59	17.4	B	
East 118th Street &	EB	LT	0.86	45.9	D		EB	LT	0.72	34.7	C		EB	LT	0.88	48.0	D	*	EB	LT	0.79	39.1	D	
Third Avenue	NB	TR	0.51	13.5	B		NB	TR	0.46	13.0	B		NB	TR	0.59	14.7	B		NB	TR	0.50	13.3	B	
East 119th Street &	WB	TR	0.81	43.6	D		WB	TR	0.83	45.5	D		WB	TR	0.84	46.7	D		WB	TR	0.86	48.9	D	
Third Avenue	NB	LT	0.46	12.9	B		NB	LT	0.42	12.5	B		NB	LT	0.57	14.3	B		NB	LT	0.47	13.1	B	
East 120th Street &	EB	LT	0.81	40.8	D		EB	LT	0.53	28.1	C		EB	LT	0.82	42.0	D		EB	LT	0.52	27.4	C	
Third Avenue	NB	TR	0.46	13.0	B		NB	TR	0.46	13.0	B		NB	TR	0.62	15.1	B		NB	TR	0.49	13.2	B	
East 122nd Street &	EB	LT	0.87	51.3	D	*	EB	LT	0.56	29.4	C		EB	LT	0.71	35.6	D		EB	LT	0.45	26.4	C	
Third Avenue	NB	TR	0.43	12.6	B		NB	TR	0.43	12.6	B		NB	TR	0.55	14.0	B		NB	TR	0.44	12.7	B	
East 123rd Street &	WB	TR	0.27	22.9	C		WB	TR	0.45	26.8	C		WB	TR	0.30	23.5	C		WB	TR	0.38	24.7	C	
Third Avenue	NB	LT	0.47	13.1	B		NB	LT	0.44	12.8	B		NB	LT	0.52	13.6	B		NB	LT	0.44	12.6	B	
East 124th Street &	EB	LT	0.39	23.6	C		EB	LT	0.53	25.7	C		EB	LT	0.50	25.3	C		EB	LT	0.97	65.9	E	*
Third Avenue	NB	TR	0.44	12.7	B		NB	TR	0.45	12.9	B		NB	TR	0.53	13.8	B		NB	TR	0.48	13.2	B	
East 125th Street &	EB	L	1.19	174.7	F	*	EB	L	0.89	73.9	E		EB	L	0.96	91.9	F	*	EB	L	0.82	69.2	E	
Third Avenue	EB	T	1.36	198.4	F	*	EB	T	1.29	171.3	F	*	EB	T	1.67	336.5	F	*	EB	T	1.08	87.4	F	*
	WB	TR	1.25	155.1	F	*	WB	TR	1.17	123.6	F	*	WB	TR	1.23	149.0	F	*	WB	TR	1.34	196.6	F	*
	NB	LTR	0.70	21.7	C		NB	LTR	0.62	19.7	B		NB	LTR	0.87	27.0	C		NB	LTR	0.63	18.9	B	
East 126th Street &	WB	T	0.95	55.8	E	*	WB	T	0.87	44.9	D		WB	T	1.10	95.5	F	*	WB	T	0.95	55.8	E	*
Third Avenue	WB	R	0.56	29.9	C		WB	R	0.71	40.6	D		WB	R	0.89	58.1	E		WB	R	1.07	107.4	F	*
	NB	LT	0.25	12.0	B		NB	LT	0.24	12.0	B		NB	LT	0.33	14.3	B		NB	LT	0.26	13.2	B	

	Sendero Verde Alt. AM Peak Hour						Sendero Verde Alt. Midday Peak Hour						Sendero Verde Alt. PM Peak Hour						Sendero Verde Alt. SAT Peak Hour					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 111th Street &	WB	LT	0.90	54.2	D	*	WB	LT	0.70	34.3	C		WB	LT	0.91	53.3	D	*	WB	LT	0.80	40.4	D	
Lexington Avenue	SB	TR	0.82	23.0	C		SB	TR	0.58	15.6	B		SB	TR	0.65	16.9	B		SB	TR	0.74	19.3	B	
East 120th Street &	EB	TR	0.79	40.3	D		EB	TR	0.55	28.7	C		EB	TR	0.99	69.6	E	*	EB	TR	0.61	30.2	C	
Lexington Avenue	SB	LT	0.78	21.1	C		SB	LT	0.66	17.2	B		SB	LT	0.74	19.3	B		SB	LT	0.65	16.8	B	
East 125th Street &	EB	T	1.38	213.4	F	*	EB	T	1.50	263.3	F	*	EB	T	1.78	389.1	F	*	EB	T	1.21	142.0	F	*
Lexington Avenue	EB	R	0.65	37.6	D		EB	R	0.66	39.8	D		EB	R	0.70	41.5	D		EB	R	0.85	59.9	E	
	WB	T	1.48	257.4	F	*	WB	T	1.21	141.1	F	*	WB	T	1.23	149.3	F	*	WB	T	1.16	123.8	F	
	SB	LT	1.05	66.6	E	*	SB	LT	0.77	26.1	C		SB	LT	0.85	29.9	C		SB	LT	0.90	33.8	C	
	SB	R	0.59	28.9	C		SB	R	0.43	22.3	C		SB	R	0.55	27.4	C		SB	R	0.44	22.3	C	
East 126th Street &	WB	L	0.55	30.7	C		WB	LT	1.40	219.1	F	*	WB	LT	1.61	311.9	F	*	WB	LT	1.64	329.1	F	*
Lexington Avenue	WB	T	0.58	26.6	C		SB	TR	0.76	22.5	C		SB	TR	0.85	25.4	C		SB	TR	0.78	22.2	C	
	SB	TR	0.87	25.7	C																			
East 128th Street &	EB	TR	0.64	33.1	C		EB	TR	0.83	45.4	D		EB	TR	0.73	34.0	C		EB	TR	0.70	34.6	C	
Lexington Avenue	SB	LT	0.74	19.3	B		SB	LT	0.58	15.5	B		SB	LT	0.75	21.6	C		SB	LT	0.62	16.0	B	
East 111th Street &	WB	TR	1.34	213.9	F	*	WB	TR	1.08	111.5	F	*	WB	TR	1.36	217.8	F	*	WB	TR	1.20	151.8	F	*
Park Avenue - NB	NB	LT	0.54	16.0	B		NB	LT	0.63	17.8	B		NB	LT	1.10	83.4	F	*	NB	LT	0.56	16.6	B	
East 119th Street &	WB	TR	1.36	215.0	F	*	WB	TR	0.91	58.3	E	*	WB	TR	1.24	170.1	F	*	WB	TR	1.20	152.8	F	*
Park Avenue - NB	NB	LT	0.44	14.2	B		NB	LT	0.56	16.4	B		NB	LT	0.81	25.6	C		NB	LT	0.48	14.8	B	
East 120th Street &	EB	LT	0.90	61.4	E	*	EB	LT	0.60	31.3	C		EB	LT	1.17	137.8	F	*	EB	LT	0.77	46.5	D	
Park Avenue - NB	NB	TR	0.49	15.2	B		NB	TR	0.73	27.7	C		NB	TR	0.82	26.7	C		NB	TR	0.53	15.8	B	
East 128th Street &	EB	LT	0.76	48.3	D		EB	LT	0.71	43.0	D		EB	LT	0.89	60.4	E	*	EB	LT	0.62	38.2	D	
Park Avenue - NB	NB	TR	0.37	13.1	B		NB	TR	0.49	15.3	B		NB	TR	0.61	17.8	B		NB	TR	0.44	14.1	B	
East 111th Street &	WB	LT	1.03	91.2	F	*	WB	LT	0.88	58.3	E	*	WB	LT	1.02	85.1	F	*	WB	LT	0.89	57.9	E	*
Park Avenue - SB	SB	TR	0.95	43.4	D		SB	TR	0.78	25.0	C		SB	TR	0.80	25.8	C		SB	TR	0.74	22.3	C	
East 112th Street &	EB	TR	1.15	123.3	F	*	EB	TR	0.67	37.4	D		EB	TR	0.85	46.9	D	*	EB	TR	0.59	34.9	C	
Park Avenue - SB	SB	LT	0.78	24.0	C		SB	LT	0.74	22.0	C		SB	LT	0.72	21.0	C		SB	LT	0.65	18.4	B	
East 119th Street &	WB	LT	1.10	112.3	F	*	WB	LT	0.97	76.6	E	*	WB	LT	1.17	138.8	F	*	WB	LT	0.95	70.4	E	*
Park Avenue - SB	SB	TR	1.07	76.2	E	*	SB	TR	0.94	40.1	D		SB	TR	0.87	30.8	C		SB	TR	0.77	23.3	C	
East 120th Street &	EB	TR	1.08	113.5	F	*	EB	TR	0.78	42.3	D		EB	TR	1.26	176.0	F	*	EB	TR	1.05	102.5	F	*
Park Avenue - SB	SB	LT	1.03	61.5	E	*	SB	LT	0.90	40.4	D		SB	LT	0.90	33.8	C		SB	LT	0.79	23.9	C	
East 128th Street &	EB	TR	1.26	178.5	F	*	EB	TR	1.12	127.8	F	*	EB	TR	1.08	110.0	F	*	EB	TR	0.88	63.3	E	*
Park Avenue - SB	SB	LT	0.86	29.9	C		SB	LT	0.90	35.1	D		SB	LT	0.80	25.1	C		SB	LT	0.50	15.0	B	
East 111th Street &	WB	TR	0.85	46.3	D	*	WB	TR	0.71	34.6	C		WB	TR	1.00	72.2	E	*	WB	TR	0.78	38.9	D	
Madison Avenue	NB	LT	0.46	13.2	B		NB	LT	0.39	12.4	B		NB	LT	0.66	16.2	B		NB	LT	0.53	14.1	B	
East 112th Street &	EB	LT	0.80	34.3	C		EB	LT	0.48	25.1	C		EB	LT	0.56	26.5	C		EB	LT	0.48	24.8	C	
Madison Avenue	NB	TR	0.48	13.5	B		NB	TR	0.44	13.0	B		NB	TR	0.65	16.1	B		NB	TR	0.53	14.1	B	
East 115th Street &	WB	TR	0.31	22.4	C		WB	TR	0.24	21.6	C		WB	TR	0.42	23.8	C		WB	TR	0.32	22.6	C	
Madison Avenue	NB	LT	0.47	13.3	B		NB	LT	0.41	12.6	B		NB	LT	0.67	16.4	B		NB	LT	0.56	14.5	B	
East 116th Street &	EB	LT	1.12	105.9	F	*	EB	LT	0.72	35.5	D		EB	LT	1.16	124.8	F	*	EB	LT	1.13	113.1	F	*
Madison Avenue	WB	TR	0.70	33.4	C		WB	TR	0.57	28.9	C		WB	TR	0.92	47.9	D		WB	TR	0.68	31.9	C	
	NB	L	0.11	12.3	B		NB	L	0.12	12.4	B		NB	L	0.23	13.6	B		NB	L	0.15	12.7	B	
	NB	TR	0.69	20.2	C		NB	TR	0.59	17.7	B		NB	TR	0.87	28.0	C		NB	TR	0.76	22.2	C	
East 118th Street &	EB	LT	0.81	42.0	D		EB	LT	0.65	32.1	C		EB	LT	0.60	30.0	C		EB	LT	0.67	32.6	C	
Madison Avenue	NB	TR	0.43	12.8	B		NB	TR	0.41	12.7	B		NB	TR	0.55	14.4	B		NB	TR	0.53	14.1	B	
East 119th Street &	WB	TR	1.05	89.3	F	*	WB	TR	0.86	48.3	D	*	WB	TR	1.01	76.3	E	*	WB	TR	0.82	42.6	D	
Madison Avenue	NB	LT	0.42	12.8	B		NB	LT	0.42	12.8	B		NB	LT	0.56	14.6	B		NB	LT	0.51	13.8	B	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a significant adverse impact

TABLE E-8
Action-With-Mitigation Intersection Level of Service Analysis - Sendero Verde Development Alternative

	No-Action AM Peak Hour					Sendero Verde Alt. AM Peak Hour						Sendero Verde Alt. Mitigation AM Peak Hour					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 106th Street &	EB	L	1.02	112.0	F	EB	L	1.22	183.2	F	*	EB	L	0.98	96.7	F	
First Avenue	EB	LT	1.02	105.4	F	EB	LT	1.19	164.8	F	*	EB	LT	0.94	80.1	F	
	WB	TR	0.90	54.1	D	WB	TR	1.04	84.8	F	*	WB	TR	0.94	57.7	E	
	NB	L	0.61	47.6	D	NB	L	0.62	47.9	D		NB	L	0.62	47.9	D	
	NB	T	0.54	14.2	B	NB	T	0.54	14.3	B		NB	T	0.58	16.5	B	
	NB	R	0.08	10.2	B	NB	R	0.08	10.2	B		NB	R	0.08	11.8	B	
East 106th Street &	EB	TR	1.18	133.8	F	EB	TR	1.20	140.4	F	*	EB	TR	1.16	124.8	F	
Second Avenue	WB	L	0.81	72.2	E	WB	L	0.82	73.8	E		WB	L	0.76	62.2	E	
	WB	T	0.73	36.3	D	WB	T	0.84	44.3	D		WB	T	0.81	40.9	D	
	SB	L	0.28	36.0	D	SB	L	0.30	36.4	D		SB	L	0.30	36.4	D	
	SB	T	0.69	17.1	B	SB	T	0.70	17.5	B		SB	T	0.72	18.4	B	
	SB	R	0.23	12.0	B	SB	R	0.23	12.1	B		SB	R	0.24	12.8	B	
East 120th Street &	EB	TR	0.92	58.1	E	EB	TR	1.02	79.3	E	*	EB	TR	0.95	61.1	E	
Second Avenue	SB	L	0.21	11.3	B	SB	L	0.22	11.4	B		SB	L	0.23	12.5	B	
	SB	T	0.82	21.0	C	SB	T	0.84	22.0	C		SB	T	0.88	25.4	C	
East 125th St/RFK Bridge &	EB	T	1.36	203.1	F	EB	T	1.43	232.3	F	*	EB	T	1.43	232.3	F	*
Second Avenue	EB	R	0.78	56.2	E	EB	R	0.79	57.8	E		EB	R	0.79	57.8	E	
	WB (Ramp)	L	1.09	108.2	F	WB (Ramp)	L	1.16	133.1	F	*	WB (Ramp)	L	1.16	133.1	F	*
	WB (Ramp)	LT	1.20	146.7	F	WB (Ramp)	LT	1.24	162.1	F	*	WB (Ramp)	LT	1.24	162.1	F	*
	WB (E 125 St)	LT	0.66	39.6	D	WB (E 125 St)	LT	0.74	45.3	D	*	WB (E 125 St)	LT	0.74	45.3	D	*
	SB	L	0.41	25.5	C	SB	L	0.41	25.4	C		SB	L	0.41	25.4	C	
	SB	T	0.96	48.9	D	SB	T	0.98	52.5	D		SB	T	0.98	52.5	D	
	SB	R	0.47	32.1	C	SB	R	0.47	32.1	C		SB	R	0.47	32.1	C	
East 126th Street &	WB	L	1.01	117.5	F	WB	L	1.08	139.1	F	*	WB	L	1.02	119.2	F	
Second Ave/RFK Bridge Exit	WB	TR	0.67	41.6	D	WB	TR	0.68	41.7	D		WB	TR	0.64	38.6	D	
	NB	L	1.03	96.8	F	NB	L	1.07	106.8	F	*	NB	L	1.01	89.2	F	
	NB	T	0.03	5.5	A	NB	T	0.03	5.5	A		NB	T	0.03	5.9	A	
	SB	TR	0.83	29.2	C	SB	TR	0.85	29.8	C		SB	TR	0.90	34.5	C	
East 127th Street &	EB	L	1.21	147.4	F	EB	L	1.26	168.2	F	*	EB	L	1.22	150.1	F	
Second Avenue	EB	TR	0.58	28.7	C	EB	TR	0.58	28.7	C		EB	TR	0.56	27.4	C	
	NB	TR	0.22	11.3	B	NB	TR	0.22	11.3	B		NB	TR	0.22	11.8	B	
	SB	LT	0.73	17.8	B	SB	LT	0.74	18.1	B		SB	LT	0.75	19.1	B	
East 111th Street &	WB	TR	0.88	52.0	D	WB	TR	0.95	64.4	E	*	WB	TR	0.92	56.6	E	
Third Avenue	NB	LT	0.47	13.0	B	NB	LT	0.49	13.3	B		NB	LT	0.50	14.0	B	
East 112th Street &	EB	LT	1.08	90.9	F	EB	LT	1.13	111.1	F	*	EB	LT	1.06	85.3	F	
Third Avenue	NB	TR	0.51	13.6	B	NB	TR	0.52	13.7	B		NB	TR	0.54	15.1	B	
East 116th Street &	EB	LT	1.10	92.2	F	EB	LT	1.12	100.4	F	*	EB	LT	1.09	87.5	F	
Third Avenue	WB	TR	0.62	25.0	C	WB	TR	0.63	25.2	C		WB	TR	0.61	24.0	C	
	NB	LTR	0.56	17.1	B	NB	LTR	0.58	17.3	B		NB	LTR	0.59	18.1	B	
East 122nd Street &	EB	LT	0.79	42.1	D	EB	LT	0.87	51.3	D	*	EB	LT	0.84	46.5	D	
Third Avenue	NB	TR	0.42	12.5	B	NB	TR	0.43	12.6	B		NB	TR	0.44	13.3	B	
East 125th Street &	EB	L	1.16	162.5	F	EB	L	1.19	174.7	F	*	EB	L	1.03	118.1	F	
Third Avenue	EB	T	1.30	173.6	F	EB	T	1.36	198.4	F	*	EB	T	1.29	167.7	F	
	WB	TR	1.23	146.8	F	WB	TR	1.25	155.1	F	*	WB	TR	1.19	128.0	F	
	NB	LTR	0.68	21.1	C	NB	LTR	0.70	21.7	C		NB	LTR	0.75	24.3	C	

Intersection	No-Action AM Peak Hour					Sendero Verde Alt. AM Peak Hour						Sendero Verde Alt. Mitigation AM Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 126th Street &	WB	T	0.91	47.7	D	WB	T	0.95	55.8	E	*	WB	T	0.93	49.7	D	
Third Avenue	WB	R	0.55	29.8	C	WB	R	0.56	29.9	C		WB	R	0.54	28.4	C	
	NB	LT	0.24	12.0	B	NB	LT	0.25	12.0	B		NB	LT	0.25	12.6	B	
East 111th Street &	WB	LT	0.75	38.1	D	WB	LT	0.90	54.2	D	*	WB	LT	0.84	44.2	D	
Lexington Avenue	SB	TR	0.80	22.2	C	SB	TR	0.82	23.0	C		SB	TR	0.85	26.5	C	
East 125th Street &	EB	T	1.35	200.9	F	EB	T	1.38	213.4	F	*	EB	T	1.38	213.4	F	*
Lexington Avenue	EB	R	0.58	32.7	C	EB	R	0.65	37.6	D		EB	R	0.65	37.6	D	
	WB	T	1.46	248.0	F	WB	T	1.48	257.4	F	*	WB	T	1.48	257.4	F	*
	SB	LT	1.00	53.4	D	SB	LT	1.05	66.6	E	*	SB	LT	1.05	66.6	E	*
	SB	R	0.54	25.9	C	SB	R	0.59	28.9	C		SB	R	0.59	28.9	C	
East 111th Street &	WB	TR	1.09	116.0	F	WB	TR	1.34	213.9	F	*	WB	T	0.79	49.8	D	
Park Avenue - NB												WB	R	0.95	120.1	F	
												WB	TR		66.5	E	
	NB	LT	0.51	15.4	B	NB	LT	0.54	16.0	B		NB	LT	0.54	16.0	B	
East 119th Street &	WB	TR	1.16	136.0	F	WB	TR	1.36	215.0	F	*	WB	TR	1.14	121.7	F	
Park Avenue - NB	NB	LT	0.39	13.5	B	NB	LT	0.44	14.2	B		NB	LT	0.48	17.2	B	
East 120th Street &	EB	LT	0.80	49.8	D	EB	LT	0.90	61.4	E	*	EB	LT	0.86	54.2	D	
Park Avenue - NB	NB	TR	0.45	14.4	B	NB	TR	0.49	15.2	B		NB	TR	0.50	16.0	B	
East 111th Street &	WB	LT	0.83	52.5	D	WB	LT	1.03	91.2	F	*	WB	LT	1.03	91.2	F	*
Park Avenue - SB	SB	TR	0.88	33.0	C	SB	TR	0.95	43.4	D		SB	TR	0.95	43.4	D	
East 112th Street &	EB	TR	1.07	92.2	F	EB	TR	1.15	123.3	F	*	EB	TR	1.04	82.5	F	
Park Avenue - SB	SB	LT	0.74	22.1	C	SB	LT	0.78	24.0	C		SB	LT	0.81	27.6	C	
East 119th Street &	WB	LT	0.95	70.9	E	WB	LT	1.10	112.3	F	*	WB	LT	0.95	68.0	E	
Park Avenue - SB	SB	TR	1.02	58.5	E	SB	TR	1.07	76.2	E	*	SB	T	0.82	28.4	C	
												SB	R	0.29	14.2	B	
												SB	TR		26.1	C	
East 120th Street &	EB	TR	0.99	86.8	F	EB	TR	1.08	113.5	F	*	EB	T	0.92	73.0	E	
Park Avenue - SB												EB	R	0.27	33.5	C	
												EB	TR		66.7	E	
	SB	LT	0.98	49.5	D	SB	LT	1.03	61.5	E	*	SB	LT	0.99	49.3	D	
East 128th Street &	EB	TR	1.20	156.5	F	EB	TR	1.26	178.5	F	*	EB	TR	1.19	152.7	F	
Park Avenue - SB	SB	LT	0.84	28.1	C	SB	LT	0.86	29.9	C		SB	LT	0.88	32.4	C	
East 111th Street &	WB	TR	0.75	37.5	D	WB	TR	0.85	46.3	D	*	WB	TR	0.82	42.2	D	
Madison Avenue	NB	LT	0.45	13.1	B	NB	LT	0.46	13.2	B		NB	LT	0.47	13.9	B	
East 116th Street &	EB	LT	1.10	98.3	F	EB	LT	1.12	105.9	F	*	EB	LT	1.08	88.3	F	
Madison Avenue	WB	TR	0.69	32.9	C	WB	TR	0.70	33.4	C		WB	TR	0.68	31.6	C	
	NB	L	0.11	12.3	B	NB	L	0.11	12.3	B		NB	L	0.12	12.9	B	
	NB	TR	0.66	19.5	B	NB	TR	0.69	20.2	C		NB	TR	0.70	21.3	C	
East 119th Street &	WB	TR	0.99	71.0	E	WB	TR	1.05	89.3	F	*	WB	TR	0.99	69.5	E	
Madison Avenue	NB	LT	0.41	12.6	B	NB	LT	0.42	12.8	B		NB	LT	0.44	14.1	B	

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a significant adverse impact

Intersection	No-Action Midday Peak Hour					Sendero Verde Alt. Midday Peak Hour						Sendero Verde Alt. Mitigation Midday Peak Hour					
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 106th Street &	EB	L	0.69	43.9	D	EB	L	0.75	50.6	D	*	EB	L	0.70	44.6	D	
First Avenue	EB	LT	0.68	42.0	D	EB	LT	0.74	48.4	D	*	EB	LT	0.70	42.5	D	
	WB	TR	0.70	35.1	D	WB	TR	0.76	38.7	D		WB	TR	0.73	36.1	D	
	NB	L	0.73	55.4	E	NB	L	0.73	55.4	E		NB	L	0.73	55.4	E	
	NB	T	0.65	16.3	B	NB	T	0.66	16.5	B		NB	T	0.67	17.3	B	
	NB	R	0.08	10.3	B	NB	R	0.08	10.3	B		NB	R	0.08	10.8	B	
East 125th Street /FDR Drive - SB &	EB	LT	1.06	72.4	E	EB	LT	1.08	80.3	F	*	EB	LT	1.05	69.4	E	
First Avenue/Willis Avenue Bridge	NB	L	0.22	13.7	B	NB	L	0.21	13.7	B		NB	L	0.22	14.4	B	
	NB	T	0.63	18.0	B	NB	T	0.63	18.1	B		NB	T	0.65	19.0	B	
	NB	R	0.03	11.5	B	NB	R	0.04	11.6	B		NB	R	0.04	12.1	B	
East 106th Street &	EB	TR	1.13	116.6	F	EB	TR	1.16	126.6	F	*	EB	TR	1.11	110.6	F	
Second Avenue	WB	L	0.91	84.5	F	WB	L	0.93	88.1	F	*	WB	L	0.86	71.9	E	
	WB	T	0.54	28.5	C	WB	T	0.58	29.7	C		WB	T	0.56	28.3	C	
	SB	L	0.25	35.2	D	SB	L	0.27	35.6	D		SB	L	0.27	35.6	D	
	SB	T	0.57	14.8	B	SB	T	0.58	14.9	B		SB	T	0.59	15.7	B	
	SB	R	0.51	19.4	B	SB	R	0.53	20.1	C		SB	R	0.54	21.2	C	
East 125th St/RFK Bridge &	EB	T	1.10	92.8	F	EB	T	1.13	105.5	F	*	EB	T	1.13	105.5	F	*
Second Avenue	EB	R	0.71	44.5	D	EB	R	0.74	47.3	D		EB	R	0.74	47.3	D	
	WB (Ramp)	L	0.78	52.2	D	WB (Ramp)	L	0.82	55.7	E		WB (Ramp)	L	0.82	55.7	E	
	WB (Ramp)	LT	0.84	58.3	E	WB (Ramp)	LT	0.86	60.4	E		WB (Ramp)	LT	0.86	60.4	E	
	WB (E 125 St)	LT	0.39	26.1	C	WB (E 125 St)	LT	0.44	27.2	C		WB (E 125 St)	LT	0.44	27.2	C	
	SB	L	0.54	30.0	C	SB	L	0.52	29.4	C		SB	L	0.52	29.4	C	
	SB	T	0.91	42.6	D	SB	T	0.92	43.6	D		SB	T	0.92	43.6	D	
	SB	R	0.55	37.1	D	SB	R	0.54	36.7	D		SB	R	0.54	36.7	D	
East 126th Street &	WB	L	0.75	55.8	E	WB	L	0.80	61.6	E	*	WB	L	0.76	55.4	E	
Second Ave/RFK Bridge Exit	WB	TR	0.73	39.9	D	WB	TR	0.75	40.5	D		WB	TR	0.71	37.4	D	
	NB	L	0.61	43.2	D	NB	L	0.62	43.7	D		NB	L	0.62	43.7	D	
	NB	T	0.04	7.0	A	NB	T	0.04	7.0	A		NB	T	0.04	7.4	A	
	SB	TR	0.87	32.4	C	SB	TR	0.88	32.8	C		SB	TR	0.91	35.6	D	
East 128th Street &	EB	T	1.06	69.1	E	EB	T	1.08	74.6	E	*	EB	T	1.05	64.8	E	
Second Avenue	SB	T	0.28	16.3	B	SB	T	0.28	16.4	B		SB	T	0.29	17.1	B	
East 125th Street &	EB	L	0.88	71.1	E	EB	L	0.89	73.9	E		EB	L	0.84	63.0	E	
Third Avenue	EB	T	1.25	153.5	F	EB	T	1.29	171.3	F	*	EB	T	1.26	156.4	F	
	WB	TR	1.15	116.5	F	WB	TR	1.17	123.6	F	*	WB	TR	1.14	110.8	F	
	NB	LTR	0.62	19.6	B	NB	LTR	0.62	19.7	B		NB	LTR	0.64	20.6	C	
East 125th Street &	EB	T	1.48	256.1	F	EB	T	1.50	263.3	F	*	EB	T	1.45	242.9	F	
Lexington Avenue	EB	R	0.64	38.6	D	EB	R	0.66	39.8	D		EB	R	0.63	37.0	D	
	WB	T	1.20	137.5	F	WB	T	1.21	141.1	F	*	WB	T	1.17	126.5	F	
	SB	LT	0.73	24.6	C	SB	LT	0.77	26.1	C		SB	LT	0.78	27.7	C	
	SB	R	0.41	21.4	C	SB	R	0.43	22.3	C		SB	R	0.45	23.6	C	

Intersection	No-Action Midday Peak Hour					Sendero Verde Alt. Midday Peak Hour						Sendero Verde Alt. Mitigation Midday Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 126th Street &	WB	LT	1.35	199.3	F	WB	LT	1.40	219.1	F	*	WB	LT	1.36	200.2	F
Lexington Avenue	SB	TR	0.73	21.4	C	SB	TR	0.76	22.5	C		SB	TR	0.78	23.9	C
East 111th Street &	WB	TR	0.88	62.1	E	WB	TR	1.08	111.5	F	*	WB	TR	0.89	59.9	E
Park Avenue - NB	NB	LT	0.60	17.3	B	NB	LT	0.63	17.8	B		NB	LT	0.68	22.1	C
East 119th Street &	WB	TR	0.82	46.2	D	WB	TR	0.91	58.3	E	*	WB	TR	0.84	47.1	D
Park Avenue - NB	NB	LT	0.52	15.7	B	NB	LT	0.56	16.4	B		NB	LT	0.58	18.2	B
East 111th Street &	WB	LT	0.74	44.5	D	WB	LT	0.88	58.3	E	*	WB	LT	0.80	46.8	D
Park Avenue - SB	SB	TR	0.75	22.9	C	SB	TR	0.78	25.0	C		SB	TR	0.82	28.8	C
East 119th Street &	WB	LT	0.85	55.1	E	WB	LT	0.97	76.6	E	*	WB	LT	0.88	56.9	E
Park Avenue - SB	SB	TR	0.88	32.3	C	SB	TR	0.94	40.1	D		SB	T	0.69	20.8	C
												SB	R	0.27	13.5	B
												SB	TR		19.5	B
East 128th Street &	EB	TR	1.03	102.5	F	EB	TR	1.12	127.8	F	*	EB	TR	1.01	92.5	F
Park Avenue - SB	SB	LT	0.89	32.8	C	SB	LT	0.90	35.1	D		SB	LT	0.94	42.8	D
East 119th Street &	WB	TR	0.81	43.0	D	WB	TR	0.86	48.3	D	*	WB	TR	0.83	44.2	D
Madison Avenue	NB	LT	0.42	12.7	B	NB	LT	0.42	12.8	B		NB	LT	0.43	13.4	B

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a significant adverse impact

	No-Action PM Peak Hour					Sendero Verde Alt. PM Peak Hour						Sendero Verde Alt. Mitigation PM Peak Hour					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 106th Street &	EB	L	0.63	39.6	D	EB	L	0.72	49.4	D	*	EB	L	0.68	43.9	D	
First Avenue	EB	LT	0.63	37.8	D	EB	LT	0.72	45.9	D	*	EB	LT	0.67	40.3	D	
	WB	TR	0.67	32.9	C	WB	TR	0.77	38.2	D		WB	TR	0.74	35.7	D	
	NB	L	0.86	69.6	E	NB	L	0.87	71.1	E		NB	L	0.87	71.1	E	
	NB	T	0.95	30.6	C	NB	T	0.95	31.5	C		NB	T	0.97	35.5	D	
	NB	R	0.09	10.5	B	NB	R	0.09	10.5	B		NB	R	0.10	11.1	B	
East 125th Street /FDR Drive - SB &	EB	LT	1.31	174.1	F	EB	LT	1.36	194.1	F	*	EB	LT	1.36	194.1	F	*
First Avenue/Willis Avenue Bridge	NB	L	0.24	15.2	B	NB	L	0.25	15.2	B		NB	L	0.25	15.2	B	
	NB	T	1.01	46.6	D	NB	T	1.03	50.8	D		NB	T	1.03	50.8	D	
	NB	R	0.04	12.7	B	NB	R	0.06	12.8	B		NB	R	0.06	12.8	B	
East 106th Street &	EB	TR	1.16	130.6	F	EB	TR	1.19	138.8	F	*	EB	TR	1.14	121.4	F	
Second Avenue	WB	L	0.91	85.1	F	WB	L	0.92	88.8	F	*	WB	L	0.86	72.1	E	
	WB	T	0.68	33.0	C	WB	T	0.74	36.4	D		WB	T	0.72	34.2	C	
	SB	L	0.25	35.2	D	SB	L	0.27	35.5	D		SB	L	0.27	35.5	D	
	SB	T	0.64	15.8	B	SB	T	0.65	16.0	B		SB	T	0.67	16.9	B	
	SB	R	0.52	19.3	B	SB	R	0.53	20.2	C		SB	R	0.55	21.3	C	
East 120th Street &	EB	TR	1.18	132.1	F	EB	TR	1.29	178.1	F	*	EB	TR	1.17	127.1	F	
Second Avenue	SB	L	0.28	12.2	B	SB	L	0.29	12.2	B		SB	L	0.31	14.1	B	
	SB	T	0.73	17.5	B	SB	T	0.74	17.9	B		SB	T	0.79	21.1	C	
East 125th St/RFK Bridge &	EB	T	1.42	226.6	F	EB	T	1.49	257.1	F	*	EB	T	1.49	257.1	F	*
Second Avenue	EB	R	0.46	30.7	C	EB	R	0.48	31.3	C		EB	R	0.48	31.3	C	
	WB (Ramp)	L	0.95	76.8	E	WB (Ramp)	L	1.01	91.2	F	*	WB (Ramp)	L	1.01	91.2	F	*
	WB (Ramp)	LT	0.98	81.8	F	WB (Ramp)	LT	1.02	89.6	F	*	WB (Ramp)	LT	1.02	89.6	F	*
	WB (E 125 St)	LT	0.77	43.8	D	WB (E 125 St)	LT	0.93	66.6	E	*	WB (E 125 St)	LT	0.93	66.6	E	*
	SB	L	1.04	78.1	E	SB	L	1.04	76.7	E		SB	L	1.04	76.7	E	
	SB	T	1.06	74.9	E	SB	T	1.08	82.7	F	*	SB	T	1.08	82.7	F	*
	SB	R	0.48	34.5	C	SB	R	0.48	34.3	C		SB	R	0.48	34.3	C	
East 126th Street &	WB	L	1.35	235.7	F	WB	L	1.50	295.8	F	*	WB	L	1.50	295.8	F	*
Second Ave/RFK Bridge Exit	WB	TR	0.82	50.5	D	WB	TR	0.84	51.9	D		WB	TR	0.84	51.9	D	
	NB	L	0.98	82.6	F	NB	L	0.99	86.7	F	*	NB	L	0.99	86.7	F	*
	NB	T	0.04	5.5	A	NB	T	0.04	5.5	A		NB	T	0.04	5.5	A	
	SB	TR	0.99	44.1	D	SB	TR	1.01	47.5	D		SB	TR	1.01	47.5	D	
East 127th Street &	EB	L	1.01	70.2	E	EB	L	1.06	85.5	F	*	EB	L	1.00	67.1	E	
Second Avenue	EB	TR	0.77	32.8	C	EB	TR	0.77	32.8	C		EB	TR	0.73	28.9	C	
	NB	TR	0.13	12.7	B	NB	TR	0.13	12.7	B		NB	TR	0.13	13.9	B	
	SB	LT	0.92	29.9	C	SB	LT	0.94	31.4	C		SB	LT	0.98	39.9	D	
East 128th Street &	EB	T	1.16	105.5	F	EB	T	1.18	116.1	F	*	EB	T	1.16	103.5	F	
Second Avenue	SB	T	0.33	16.9	B	SB	T	0.34	17.0	B		SB	T	0.35	17.7	B	
East 111th Street &	WB	TR	0.91	54.6	D	WB	TR	0.99	72.7	E	*	WB	TR	0.93	56.1	E	
Third Avenue	NB	LT	0.56	14.2	B	NB	LT	0.59	14.5	B		NB	LT	0.61	16.0	B	
East 112th Street &	EB	LT	0.97	62.8	E	EB	LT	1.01	73.0	E	*	EB	LT	0.98	63.8	E	
Third Avenue	NB	TR	0.60	14.7	B	NB	TR	0.61	14.9	B		NB	TR	0.63	15.7	B	
East 116th Street &	EB	LT	0.95	51.4	D	EB	LT	0.98	56.9	E	*	EB	LT	0.95	49.8	D	
Third Avenue	WB	TR	0.48	21.8	C	WB	TR	0.48	21.9	C		WB	TR	0.47	21.0	C	
	NB	LTR	0.77	20.9	C	NB	LTR	0.78	21.2	C		NB	LTR	0.80	22.4	C	
East 118th Street &	EB	LT	0.83	42.7	D	EB	LT	0.88	48.0	D	*	EB	LT	0.85	43.6	D	
Third Avenue	NB	TR	0.58	14.5	B	NB	TR	0.59	14.7	B		NB	TR	0.61	15.4	B	
East 125th Street &	EB	L	0.91	79.5	E	EB	L	0.96	91.9	F	*	EB	L	0.84	63.0	E	
Third Avenue	EB	T	1.57	294.0	F	EB	T	1.67	336.5	F	*	EB	T	1.58	296.2	F	
	WB	TR	1.22	142.6	F	WB	TR	1.23	149.0	F	*	WB	TR	1.17	121.2	F	
	NB	LTR	0.85	25.9	C	NB	LTR	0.87	27.0	C		NB	LTR	0.92	32.3	C	

	No-Action PM Peak Hour					Sendero Verde Alt. PM Peak Hour						Sendero Verde Alt. Mitigation PM Peak Hour				
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 126th Street &	WB	T	1.04	75.0	E	WB	T	1.10	95.5	F	*	WB	T	1.04	75.0	E
Third Avenue	WB	R	0.88	56.2	E	WB	R	0.89	58.1	E		WB	R	0.84	47.4	D
	NB	LT	0.32	14.2	B	NB	LT	0.33	14.3	B		NB	LT	0.35	15.6	B
East 111th Street &	WB	LT	0.77	37.9	D	WB	LT	0.91	53.3	D	*	WB	LT	0.85	43.4	D
Lexington Avenue	SB	TR	0.63	16.4	B	SB	TR	0.65	16.9	B		SB	TR	0.68	18.8	B
East 120th Street &	EB	TR	0.91	54.2	D	EB	TR	0.99	69.6	E	*	EB	TR	0.93	54.3	D
Lexington Avenue	SB	LT	0.73	18.8	B	SB	LT	0.74	19.3	B		SB	LT	0.78	21.8	C
East 125th Street &	EB	T	1.73	364.5	F	EB	T	1.78	389.1	F	*	EB	T	1.73	365.6	F
Lexington Avenue	EB	R	0.70	40.9	D	EB	R	0.70	41.5	D		EB	R	0.68	38.7	D
	WB	T	1.21	143.1	F	WB	T	1.23	149.3	F	*	WB	T	1.19	133.7	F
	SB	LT	0.80	26.9	C	SB	LT	0.85	29.9	C		SB	LT	0.87	32.3	C
	SB	R	0.52	25.8	C	SB	R	0.55	27.4	C		SB	R	0.57	29.4	C
East 126th Street &	WB	LT	1.54	281.7	F	WB	LT	1.61	311.9	F	*	WB	LT	1.51	268.5	F
Lexington Avenue	SB	TR	0.80	23.1	C	SB	TR	0.85	25.4	C		SB	TR	0.88	29.7	C
East 111th Street &	WB	TR	1.09	113.4	F	WB	TR	1.36	217.8	F	*	WB	T	0.96	75.3	E
Park Avenue - NB												WB	R	0.84	95.6	F
												WB	TR		78.8	E
	NB	LT	1.06	70.8	E	NB	LT	1.10	83.4	F	*	NB	LT	1.07	74.7	E
East 119th Street &	WB	TR	1.09	113.0	F	WB	TR	1.24	170.1	F	*	WB	TR	1.08	106.1	F
Park Avenue - NB	NB	LT	0.76	22.8	C	NB	LT	0.81	25.6	C		NB	LT	0.86	31.9	C
East 120th Street &	EB	LT	1.05	96.9	F	EB	LT	1.17	137.8	F	*	EB	LT	1.07	98.3	F
Park Avenue - NB	NB	TR	0.76	23.0	C	NB	TR	0.82	26.7	C		NB	TR	0.85	31.2	C
East 128th Street &	EB	LT	0.76	46.0	D	EB	LT	0.89	60.4	E	*	EB	LT	0.81	47.8	D
Park Avenue - NB	NB	TR	0.58	17.0	B	NB	TR	0.61	17.8	B		NB	TR	0.64	19.9	B
East 111th Street &	WB	LT	0.84	51.9	D	WB	LT	1.02	85.1	F	*	WB	LT	0.89	54.2	D
Park Avenue - SB	SB	TR	0.74	22.5	C	SB	TR	0.80	25.8	C		SB	TR	0.85	32.4	C
East 112th Street &	EB	TR	0.77	41.3	D	EB	TR	0.85	46.9	D	*	EB	TR	0.81	42.7	D
Park Avenue - SB	SB	LT	0.69	19.9	B	SB	LT	0.72	21.0	C		SB	LT	0.73	22.2	C
East 119th Street &	WB	LT	1.01	85.6	F	WB	LT	1.17	138.8	F	*	WB	LT	1.02	82.2	F
Park Avenue - SB	SB	TR	0.82	26.3	C	SB	TR	0.87	30.8	C		SB	T	0.66	20.0	C
												SB	R	0.18	12.7	B
												SB	TR		19.1	B
East 120th Street &	EB	TR	1.16	135.8	F	EB	TR	1.26	176.0	F	*	EB	TR	1.15	130.1	F
Park Avenue - SB	SB	LT	0.86	29.0	C	SB	LT	0.90	33.8	C		SB	LT	0.94	41.2	D
East 128th Street &	EB	TR	0.96	78.5	E	EB	TR	1.08	110.0	F	*	EB	TR	0.98	79.6	E
Park Avenue - SB	SB	LT	0.76	22.8	C	SB	LT	0.80	25.1	C		SB	LT	0.84	29.0	C
East 111th Street &	WB	TR	0.90	51.3	D	WB	TR	1.00	72.2	E	*	WB	TR	0.93	55.3	E
Madison Avenue	NB	LT	0.64	15.9	B	NB	LT	0.66	16.2	B		NB	LT	0.69	18.0	B
East 116th Street &	EB	LT	1.13	114.0	F	EB	LT	1.16	124.8	F	*	EB	LT	1.10	102.3	F
Madison Avenue	WB	TR	0.91	47.0	D	WB	TR	0.92	47.9	D		WB	TR	0.88	43.0	D
	NB	L	0.23	13.5	B	NB	L	0.23	13.6	B		NB	L	0.24	14.2	B
	NB	TR	0.83	25.4	C	NB	TR	0.87	28.0	C		NB	TR	0.89	30.4	C
East 119th Street &	WB	TR	0.95	61.6	E	WB	TR	1.01	76.3	E	*	WB	TR	0.95	59.1	E
Madison Avenue	NB	LT	0.54	14.3	B	NB	LT	0.56	14.6	B		NB	LT	0.59	16.1	B

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a significant adverse impact

	No-Action SAT Peak Hour					Sendero Verde Alt. SAT Peak Hour						Sendero Verde Alt. Mitigation SAT Peak Hour					
Intersection	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	
East 106th Street &	EB	L	1.02	107.5	F	EB	L	1.10	133.4	F	*	EB	L	1.01	104.7	F	
First Avenue	EB	LT	1.03	118.4	F	EB	LT	1.10	141.7	F	*	EB	LT	1.02	112.4	F	
	WB	TR	0.87	47.2	D	WB	TR	0.92	54.4	D	*	WB	TR	0.89	48.8	D	
	NB	L	0.35	36.8	D	NB	L	0.35	36.8	D		NB	L	0.35	36.8	D	
	NB	TR	0.48	13.2	B	NB	TR	0.48	13.2	B		NB	TR	0.49	13.9	B	
East 106th Street &	EB	TR	1.12	112.3	F	EB	TR	1.14	120.6	F	*	EB	TR	1.10	104.6	F	
Second Avenue	WB	L	0.61	44.0	D	WB	L	0.62	45.1	D		WB	L	0.58	39.8	D	
	WB	T	0.63	31.1	C	WB	T	0.66	32.2	C		WB	T	0.64	30.6	C	
	SB	L	0.25	35.0	D	SB	L	0.26	35.1	D		SB	L	0.26	35.1	D	
	SB	TR	0.47	13.1	B	SB	TR	0.48	13.2	B		SB	TR	0.49	13.9	B	
East 119th Street &	WB	LT	1.14	117.0	F	WB	LT	1.15	122.1	F	*	WB	LT	1.12	107.4	F	
Second Avenue	SB	TR	0.83	20.9	C	SB	TR	0.84	21.4	C		SB	TR	0.86	22.9	C	
East 120th Street &	EB	TR	0.82	43.2	D	EB	TR	0.87	48.6	D	*	EB	TR	0.84	44.3	D	
Second Avenue	SB	L	0.28	12.1	B	SB	L	0.28	12.1	B		SB	L	0.29	12.7	B	
	SB	T	0.76	18.4	B	SB	T	0.77	18.6	B		SB	T	0.78	19.7	B	
East 125th St/RFK Bridge &	EB	T	1.12	107.1	F	EB	T	1.16	121.0	F	*	EB	T	1.16	121.0	F	*
Second Avenue	EB	R	0.90	75.3	E	EB	R	0.90	76.3	E		EB	R	0.90	76.3	E	
	WB (Ramp)	L	0.89	60.8	E	WB (Ramp)	L	0.91	64.8	E	*	WB (Ramp)	L	0.91	64.8	E	*
	WB (Ramp)	LT	0.90	61.5	E	WB (Ramp)	LT	0.91	63.2	E		WB (Ramp)	LT	0.91	63.2	E	
	WB (E 125 St)	LT	0.50	33.1	C	WB (E 125 St)	LT	0.59	36.2	D		WB (E 125 St)	LT	0.59	36.2	D	
	SB	L	0.80	35.2	D	SB	L	0.80	34.6	C		SB	L	0.80	34.6	C	
	SB	T	0.95	42.3	D	SB	T	0.96	43.7	D		SB	T	0.96	43.7	D	
	SB	R	0.37	26.2	C	SB	R	0.37	26.2	C		SB	R	0.37	26.2	C	
East 126th Street &	WB	L	0.77	62.3	E	WB	L	0.83	72.3	E	*	WB	L	0.79	63.6	E	
Second Ave/RFK Bridge Exit	WB	TR	0.74	42.0	D	WB	TR	0.76	43.0	D		WB	TR	0.72	39.6	D	
	NB	L	0.66	44.5	D	NB	L	0.68	45.4	D		NB	L	0.68	45.4	D	
	NB	T	0.04	6.3	A	NB	T	0.04	6.3	A		NB	T	0.04	6.7	A	
	SB	TR	0.94	35.7	D	SB	TR	0.94	36.4	D		SB	TR	0.97	41.3	D	
East 128th Street &	EB	T	1.17	111.5	F	EB	T	1.19	116.2	F	*	EB	T	1.16	103.4	F	
Second Avenue	SB	T	0.39	17.6	B	SB	T	0.39	17.7	B		SB	T	0.40	18.4	B	
East 124th Street &	EB	LT	0.95	61.7	E	EB	LT	0.97	65.9	E	*	EB	LT	0.94	57.7	E	
Third Avenue	NB	TR	0.47	13.1	B	NB	TR	0.48	13.2	B		NB	TR	0.49	13.8	B	

Intersection	No-Action SAT Peak Hour					Sendero Verde Alt. SAT Peak Hour						Sendero Verde Alt. Mitigation SAT Peak Hour				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS		Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
East 125th Street &	EB	L	0.81	67.8	E	EB	L	0.82	69.2	E		EB	L	0.71	47.4	D
Third Avenue	EB	T	1.04	76.5	E	EB	T	1.08	87.4	F	*	EB	T	1.01	64.4	E
	WB	TR	1.32	188.2	F	WB	TR	1.34	196.6	F	*	WB	TR	1.26	159.1	F
	NB	LTR	0.62	18.7	B	NB	LTR	0.63	18.9	B		NB	LTR	0.68	21.2	C
East 126th Street &	WB	T	0.90	46.5	D	WB	T	0.95	55.8	E	*	WB	T	0.93	49.9	D
Third Avenue	WB	R	1.06	101.3	F	WB	R	1.07	107.4	F	*	WB	R	1.04	95.2	F
	NB	LT	0.26	13.1	B	NB	LT	0.26	13.2	B		NB	LT	0.27	13.8	B
East 125th Street &	EB	T	1.20	137.4	F	EB	T	1.21	142.0	F	*	EB	T	1.18	126.8	F
Lexington Avenue	EB	R	0.84	57.7	E	EB	R	0.85	59.9	E		EB	R	0.82	53.3	D
	WB	T	1.16	121.4	F	WB	T	1.16	123.8	F		WB	T	1.13	109.4	F
	SB	LT	0.86	30.7	C	SB	LT	0.90	33.8	C		SB	LT	0.92	37.2	D
	SB	R	0.42	21.7	C	SB	R	0.44	22.3	C		SB	R	0.45	23.7	C
East 126th Street &	WB	LT	1.58	298.6	F	WB	LT	1.64	329.1	F	*	WB	LT	1.55	285.2	F
Lexington Avenue	SB	TR	0.76	21.1	C	SB	TR	0.78	22.2	C		SB	TR	0.82	25.2	C
East 111th Street &	WB	TR	1.03	93.1	F	WB	TR	1.20	151.8	F	*	WB	TR	1.05	94.6	F
Park Avenue - NB	NB	LT	0.54	16.0	B	NB	LT	0.56	16.6	B		NB	LT	0.60	19.3	B
East 119th Street &	WB	TR	1.09	112.8	F	WB	TR	1.20	152.8	F	*	WB	TR	1.09	110.8	F
Park Avenue - NB	NB	LT	0.45	14.3	B	NB	LT	0.48	14.8	B		NB	LT	0.50	16.3	B
East 111th Street &	WB	LT	0.77	45.9	D	WB	LT	0.89	57.9	E	*	WB	LT	0.81	46.5	D
Park Avenue - SB	SB	TR	0.71	20.8	C	SB	TR	0.74	22.3	C		SB	TR	0.77	25.3	C
East 119th Street &	WB	LT	0.85	53.6	D	WB	LT	0.95	70.4	E	*	WB	LT	0.86	53.4	D
Park Avenue - SB	SB	TR	0.72	21.2	C	SB	TR	0.77	23.3	C		SB	TR	0.80	26.7	C
East 120th Street &	EB	TR	0.99	85.0	F	EB	TR	1.05	102.5	F	*	EB	TR	1.01	87.9	F
Park Avenue - SB	SB	LT	0.75	22.1	C	SB	LT	0.79	23.9	C		SB	LT	0.80	25.6	C
East 128th Street &	EB	TR	0.81	54.5	D	EB	TR	0.88	63.3	E	*	EB	TR	0.83	55.6	E
Park Avenue - SB	SB	LT	0.49	14.8	B	SB	LT	0.50	15.0	B		SB	LT	0.51	15.8	B
East 116th Street &	EB	LT	1.12	107.2	F	EB	LT	1.13	113.1	F	*	EB	LT	1.09	95.4	F
Madison Avenue	WB	TR	0.67	31.7	C	WB	TR	0.68	31.9	C		WB	TR	0.65	30.4	C
	NB	L	0.15	12.7	B	NB	L	0.15	12.7	B		NB	L	0.16	13.3	B
	NB	TR	0.74	21.6	C	NB	TR	0.76	22.2	C		NB	TR	0.78	23.5	C

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, DefL-Defacto Left

* - Denotes a significant adverse impact