

Appendix G
Transportation

Appendix G-1
TPF/TDF Memo



TECHNICAL MEMORANDUM

TO: NYCDP

FROM: Philip Habib & Associates

DATE: December 30, 2020

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

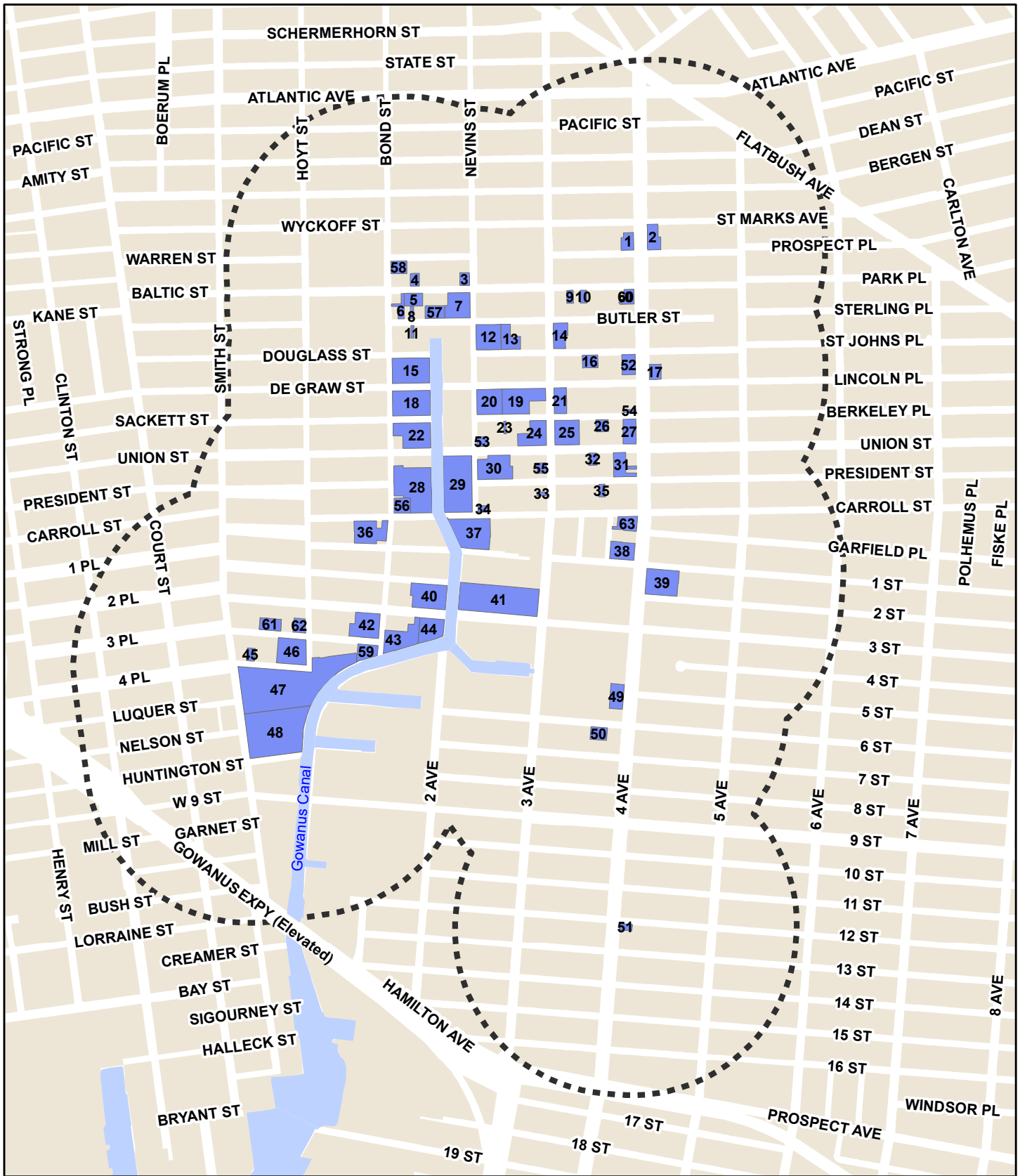
RE: Transportation Planning Factors and Travel Demand Forecast

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


THE PROPOSED ACTIONS


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


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

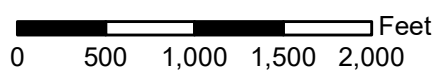


Legend

 Projected Development Sites

 1/4-mile Radius



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

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

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

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

TRANSPORTATION PLANNING FACTORS

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

Table 1
2035 No-Action and With-Action Land Uses
Assumed for the Transportation Analyses¹

Land Use	No Action Condition	With Action Condition	Net Increment
Residential			
Residential	815 DU	9,310 DU	8,495 DU
Commercial			
Office	412,213 sf	883,015 sf	470,802 sf
Innovation Economy	0 sf	177,191 sf	177,191 sf
Local Retail	266,675 sf	580,370 sf	313,695 sf
Destination Retail	113,520 sf	23,144 sf	(90,376 sf)
Restaurant	0 sf	61,721 sf	61,721 sf
Supermarket	0 sf	41,400 sf	41,400 sf
Auto-Related	77,685 sf ²	0 sf	(77,685 sf)
Hotel	54,870 sf 133 rooms	54,870 sf 133 rooms	0 sf 0 rooms
Total Commercial	924,963 sf	1,821,711 sf	896,748 sf
Industrial			
Light Industrial	144,918 sf	88,978 sf	(55,940 sf)
Warehouse	296,858 sf ³	24,380 sf	(272,478 sf)
Total Industrial	441,776 sf	113,358 sf	(328,418 sf)
Community Facility			
Medical Office	209,553 sf	237,197 sf	27,644 sf
Non-Profit Office	0 sf	71,714 sf	71,714 sf
Public School	0 sf 0 seats	92,000 sf 500 seats	92,000 sf 500 seats
Community Center	27,941 sf	134,718 sf	106,777 sf
Total Community Facility	237,494 sf	535,629 sf	298,135 sf
Park			
Waterfront Park	0 acres	1.5 acres	1.5 acres
Parking			
Parking Spaces	2,156 spaces	1,940 spaces	(216 spaces)
Notes:			
¹ Numbers reflect a 15 percent increase in community facility, commercial and industrial development compared to the Proposed Actions' RWCDS in order to estimate gross square footage for travel demand forecasting purposes.			
² Excludes a total of 29,676 sf of space associated with vehicle storage in the No Action condition as this space would generate little if any independent travel demand.			
³ Includes approximately 143,722 sf of self-storage uses.			

**Table 2
Transportation Planning Factors**

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

Table 2 (continued)
Transportation Planning Factors

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

Notes:

- (1) Based on data from the 2020 *City Environmental Quality Review (CEQR) Technical Manual*.
- (2) Based on NYCDOT mode split and vehicle occupancy survey data.
- (3) Based on data from the 2015 *East New York Rezoning Proposal FEIS*.
- (4) Based on data from the 2016 *25 Kent Avenue EAS*.
- (5) Based on American Community Survey journey-to-work 5-Year (2013-2017) data for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141.
- (6) Based on NYCDOT citywide residential survey data.
- (7) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.
- (8) Based on data from the 2017 *East Harlem Rezoning FEIS*.
- (9) Based on data from *ITE Trip Generation Manual, 10th Edition*, Land Use Code 932 (High-Turnover Restaurant). Person trip rate= ITE Trip Rate x 1.52/0.95.
- (10) Based on data from the 2015 *Vanderbilt Corridor and One Vanderbilt FEIS*.
- (11) Based on data from the 2017 *Boulevard at Hylan Plaza Proposal FEIS*.
- (12) AM data is based on data from the 2014 *Astoria Cove Development FEIS*.
- (13) Factors assumed to be similar to those used for the office use.
- (14) Based on AASHTO CTPP reverse journey-to-work 5-Year (2012-2016) data for Brooklyn Census Tracts 39, 71, 75, 77, 117, 119, 121, 129.01, 131, 133, 135, 137, 139 and 141.
- (15) Based on data from the 2010 *Domino Sugar Rezoning FEIS*.
- (16) Based on NYCDOT medical office trip generation and mode choice data. Weekday daily trip estimate based on following equation: 141.77 + 66.626 x gross SF (in thousands).
- (17) Based on data from the 2007 *Jamaica Plan Rezoning FGEIS*.
- (18) Based on data from the 2005 *Brooklyn Bridge Park FEIS*.
- (19) Assumes Saturday person in/out splits; and truck trip generation rates and temporal distributions are similar to does applied to the weekday midday.
- (20) Based on data from the 2017 *Industry City Redevelopment FEIS*.
- (21) Based on data from the 2011 *Brownsville Ascend Charter School Assessment*.
- (22) Assumes 5% absentee rate, and a student to parent ratio of 1 to 0.7 based on data from a November 2012 survey conducted at PS 35 in Queens.
- (23) Based on data provided by NYCDOT.
- (24) Based on NYCDOT ZED mode choice survey data.

Retail

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

Non-Retail Commercial Uses

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

Community Facility

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

Light Industrial/Warehouse

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

Residential

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

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

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

Open Space

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

TRIP GENERATION

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

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

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

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

**Table 3
RWCDs Travel Demand Forecast**

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

Table 4
Net Incremental Vehicle Trips by Projected Development Site

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

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

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

ANALYSIS PERIODS

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

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

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

TRAFFIC STUDY AREA

Project Area Street Network

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Traffic Assignment and Analysis Locations

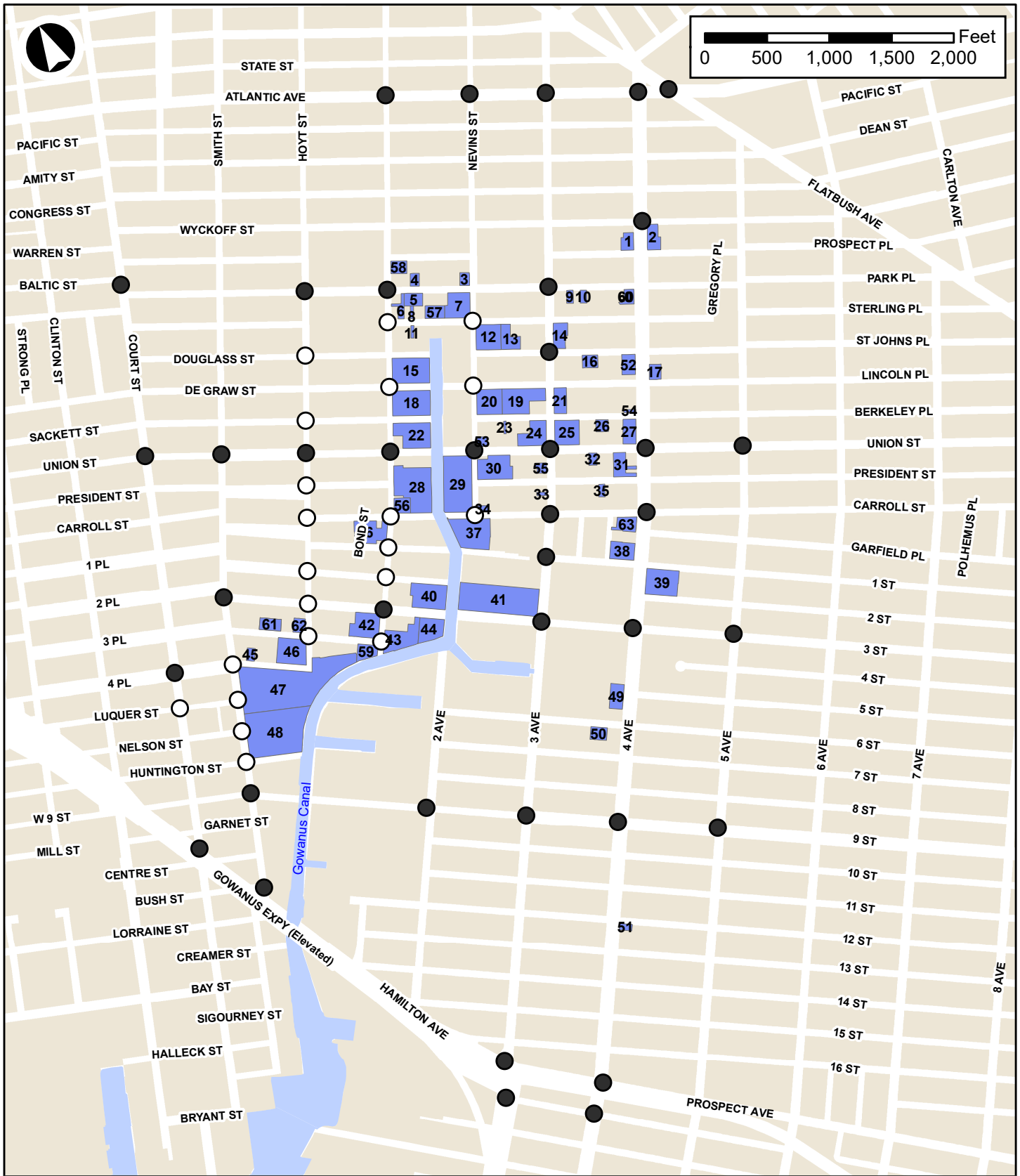
The assignments of auto and taxi trips to the street network in proximity to the Project Area are based on the locations of each projected development site and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site under the RWCDs (e.g., commercial,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

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

Table 5
Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Brooklyn				Manhattan	Bronx	Queens	Long Island	Staten Island/N.J.	Upstate NY/CT/PA
	N	S	E	W						
Residential	11%	21%	17%	5%	20%	0%	11%	4%	8%	3%
Office/Industrial ¹	8%	35%	10%	2%	0%	1%	16%	11%	14%	3%
Local Retail/Community Uses ²	34%	10%	37%	19%	---	---	---	---	---	---
Destination Retail/Medical Office	34%	30%	29%	7%	---	---	---	---	---	---
Notes:										
¹ Includes office, Innovation Economy, light industrial, public school (staff), and warehouse uses.										
² Includes local retail, restaurant, supermarket, auto-related, community center, public school (students), and waterfront park uses.										



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



Legend

 Projected Development Sites

Analyzed Intersections

 Signalized  Unsignalized

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

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

TRANSIT

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

Subway Analysis

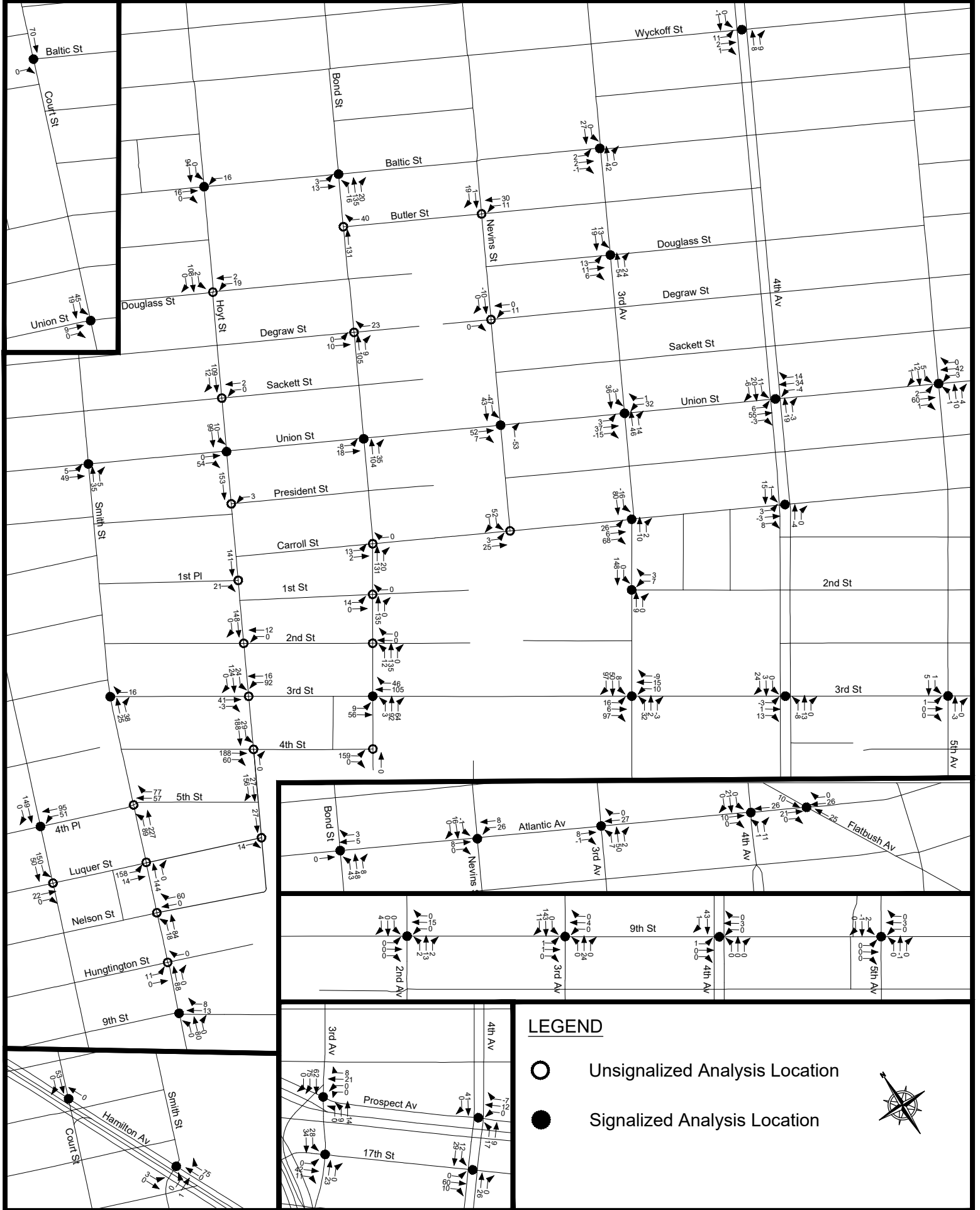
Subway Stations

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

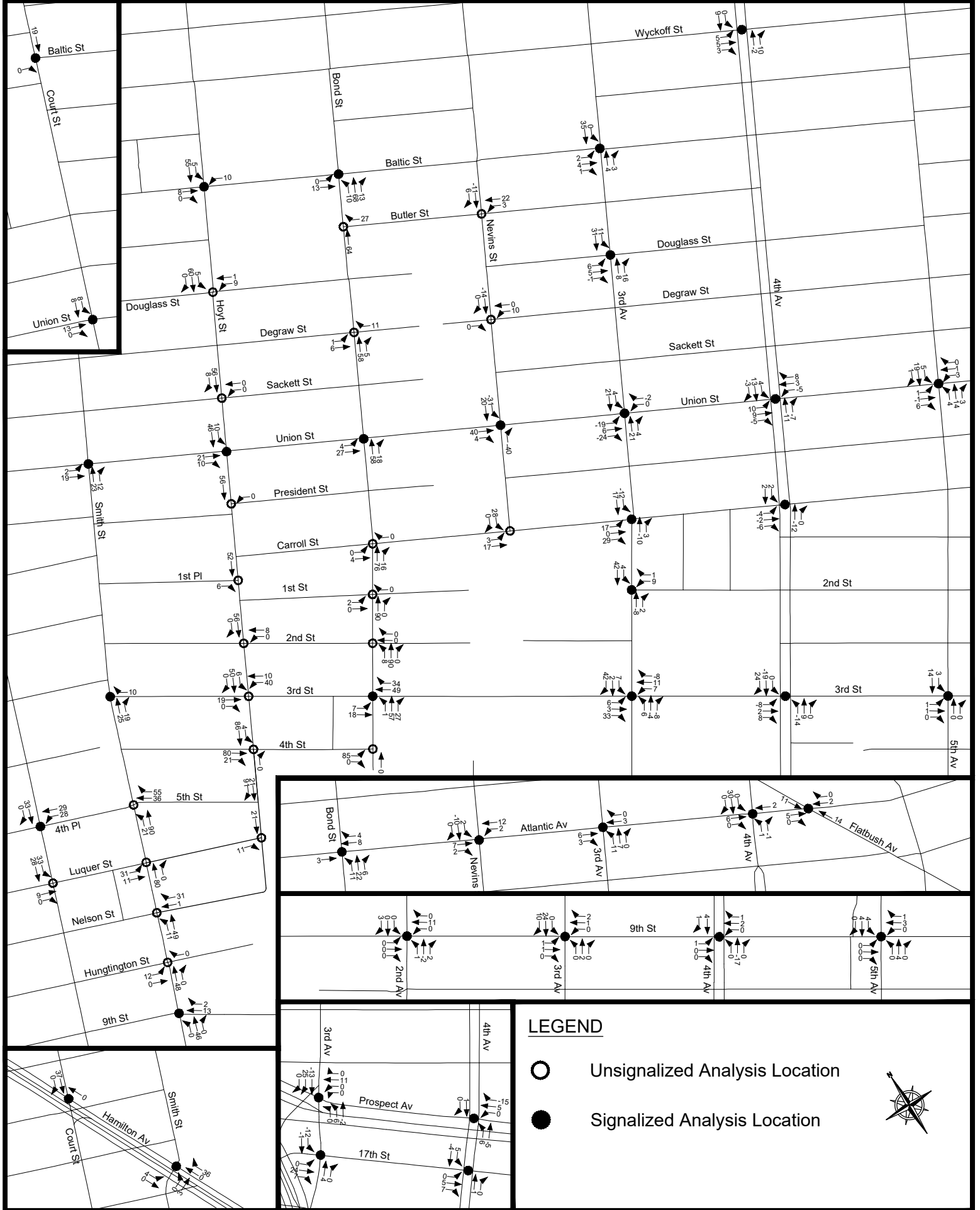
Subway Assignment and Analyzed Stations

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

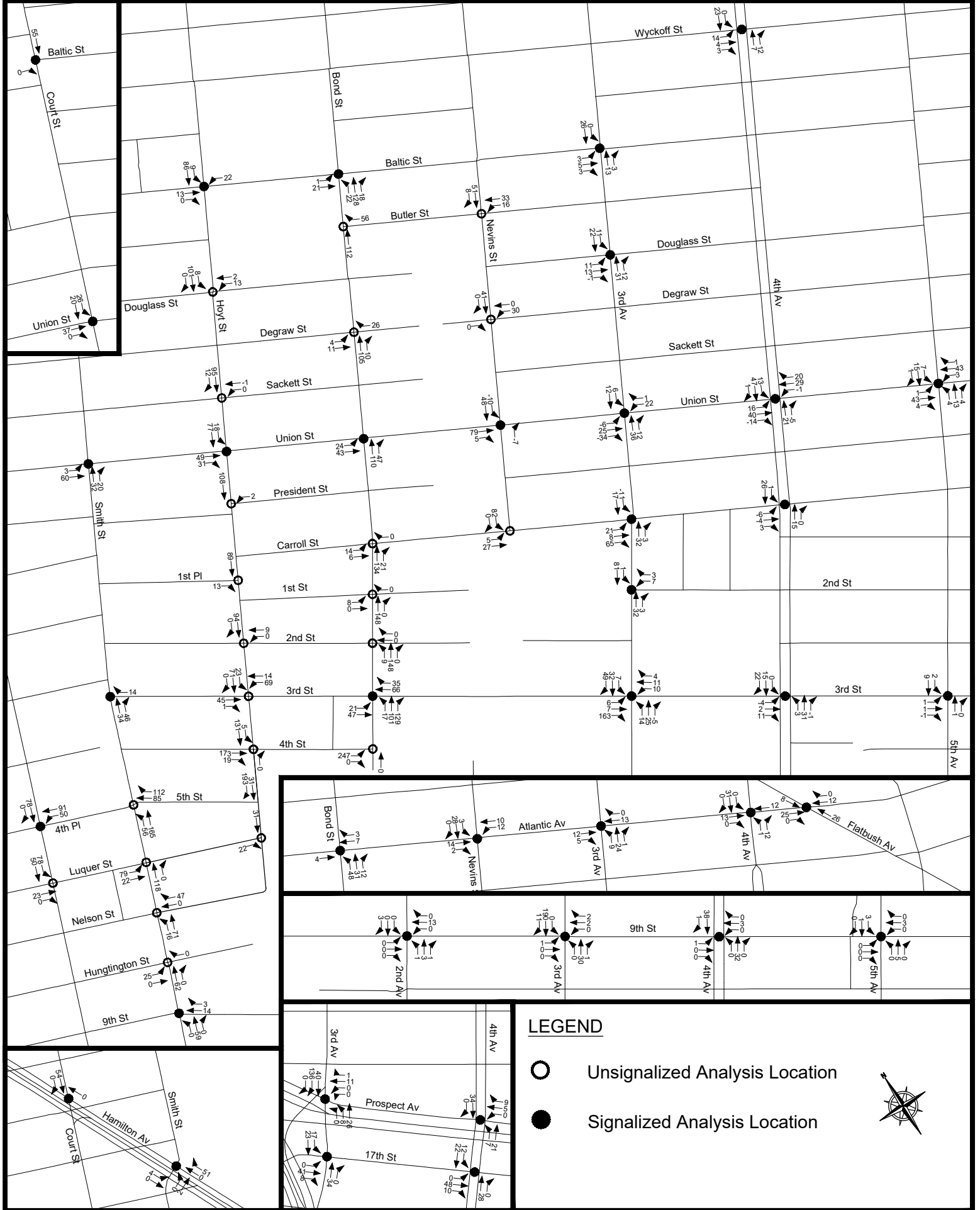
AM Peak Hour Project Increment Traffic Volumes



Midday Peak Hour Project Increment Traffic Volumes



PM Peak Hour Project Increment Traffic Volumes

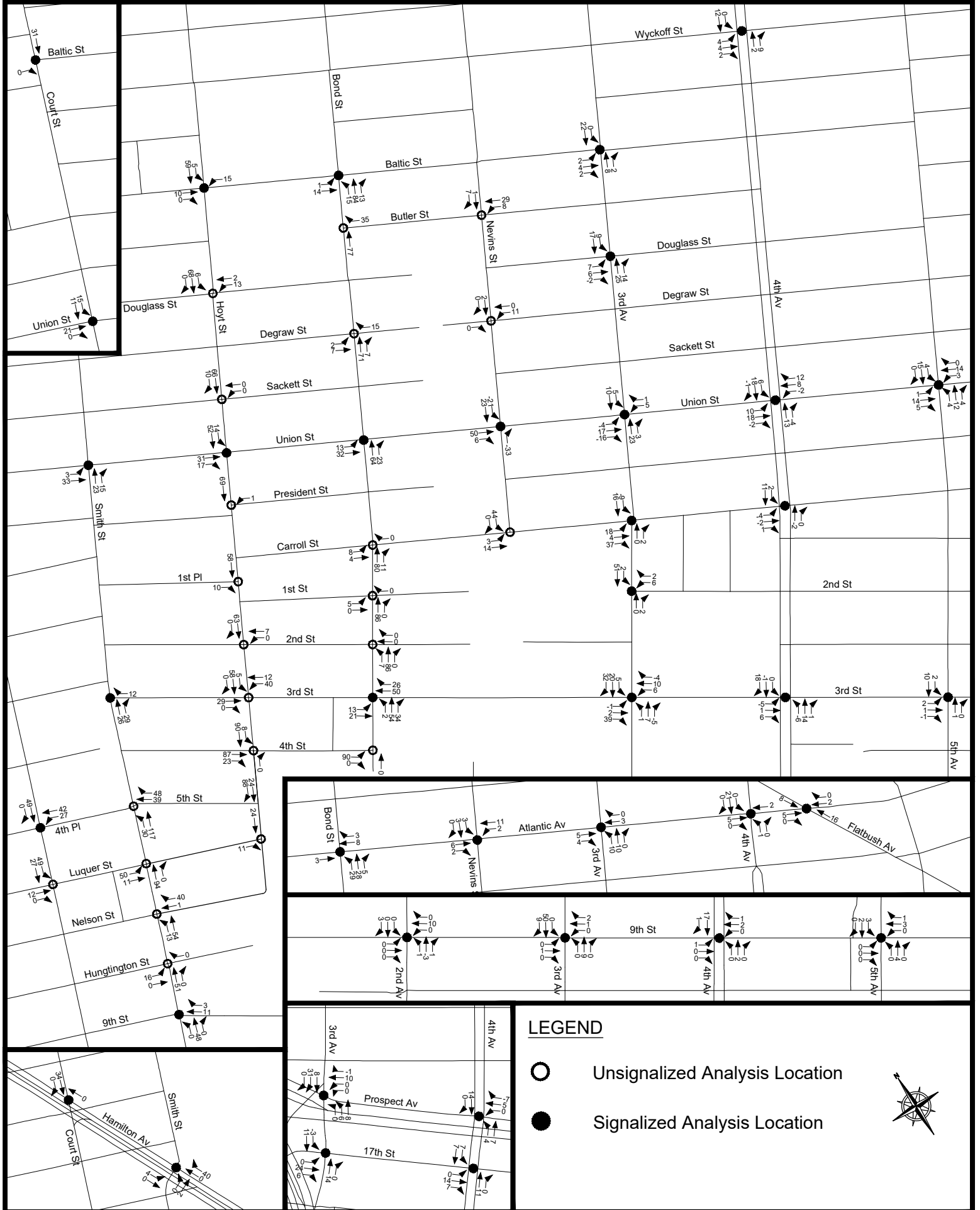


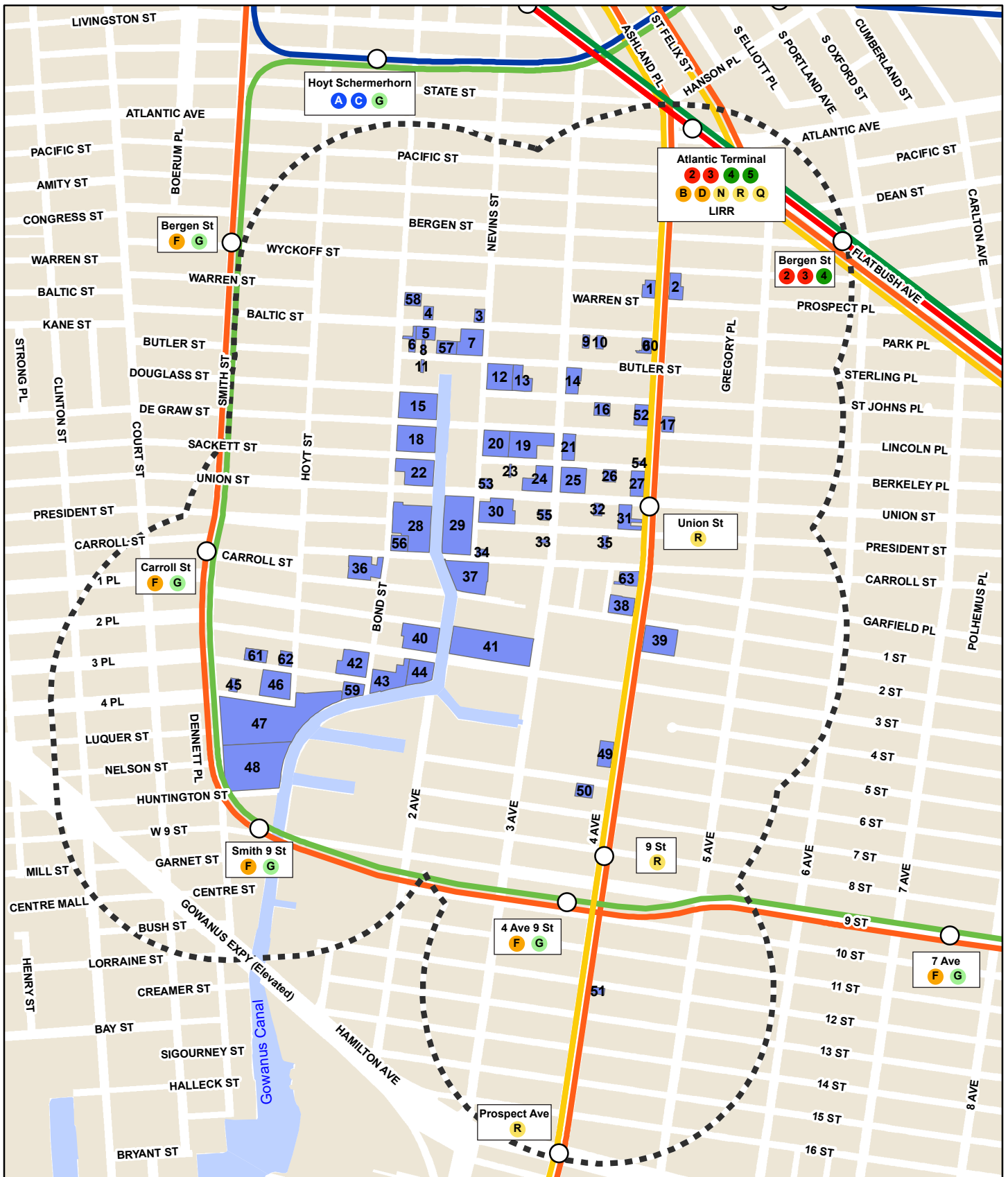
LEGEND

- Unsignalized Analysis Location
- Signalized Analysis Location



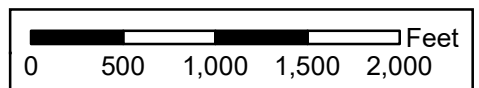
Saturday Peak Hour Project Increment Traffic Volumes





Legend

- Projected Development Sites
- 1/4-mile Radius



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

Table 6
Net Incremental Peak Hour Subway Trips by Station

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

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

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

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

Subway Line Haul

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

Bus Analysis

Bus Routes

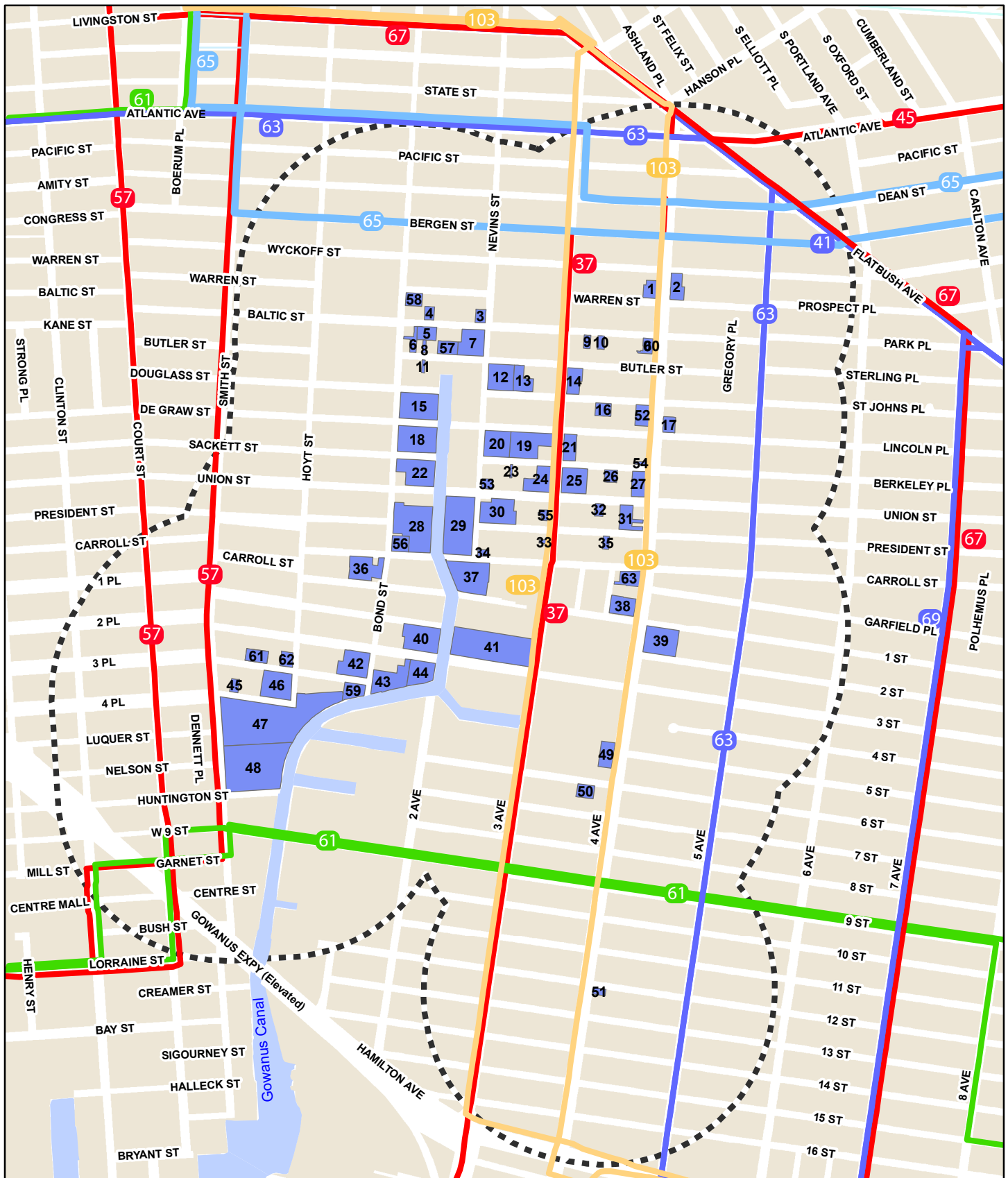
As shown in **Figure 8**, a total of approximately ten local bus services are located within approximately ¼-mile of projected development sites; nine operated by NYCT and one operated by MTA Bus Company. These include both local and limited stop (LTD) service on the B41 route, and the limited stop service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

Table 7
Bus Routes Serving the Project Area



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

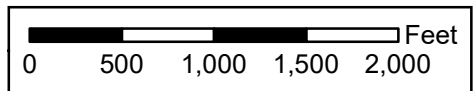
Bus Assignment and Analyzed Routes

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



Legend

-  Projected Development Sites
-  1/4-mile Radius



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

Table 8
Net Incremental Bus Trips by Route

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

PEDESTRIANS

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

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

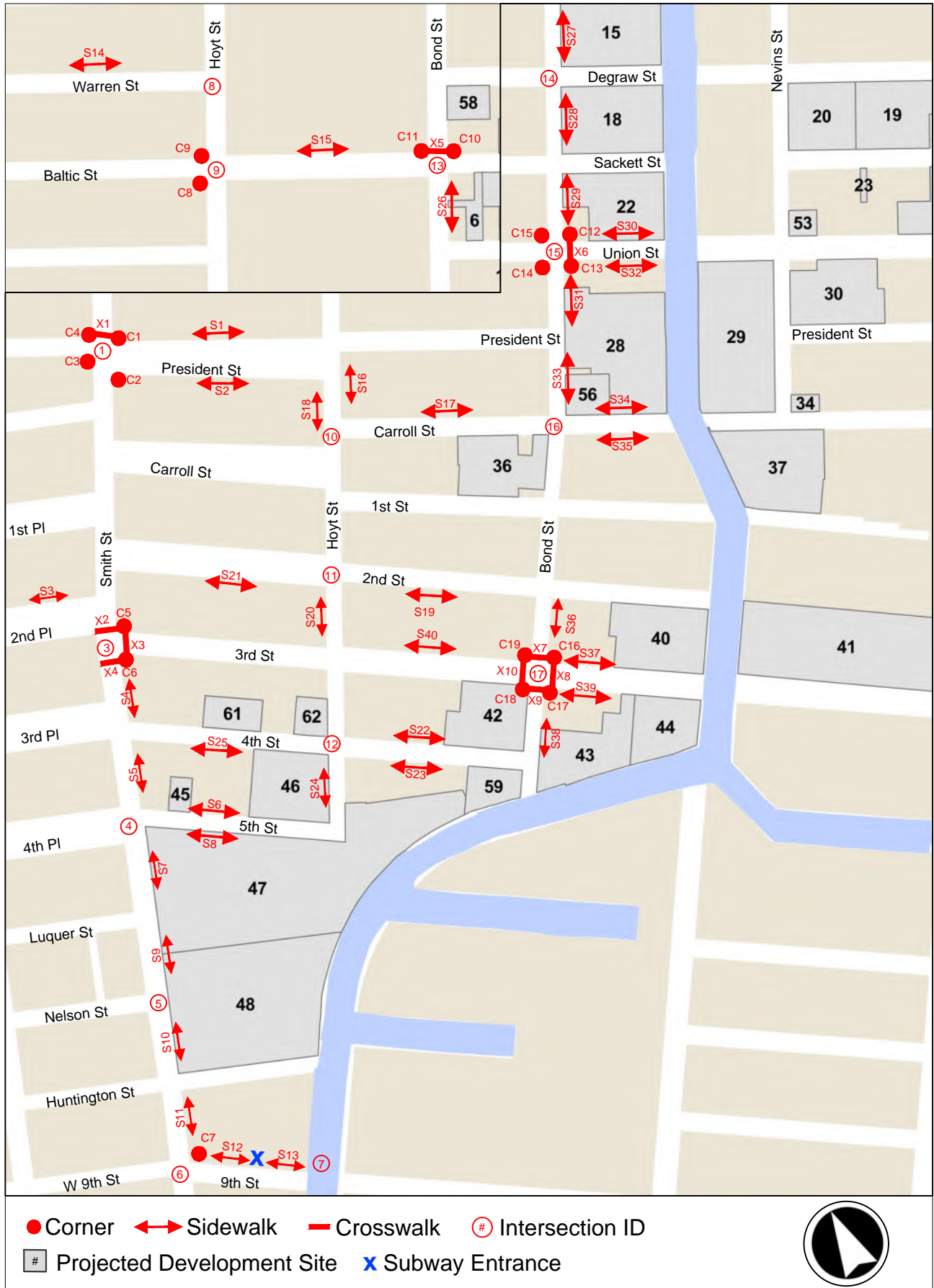
PARKING

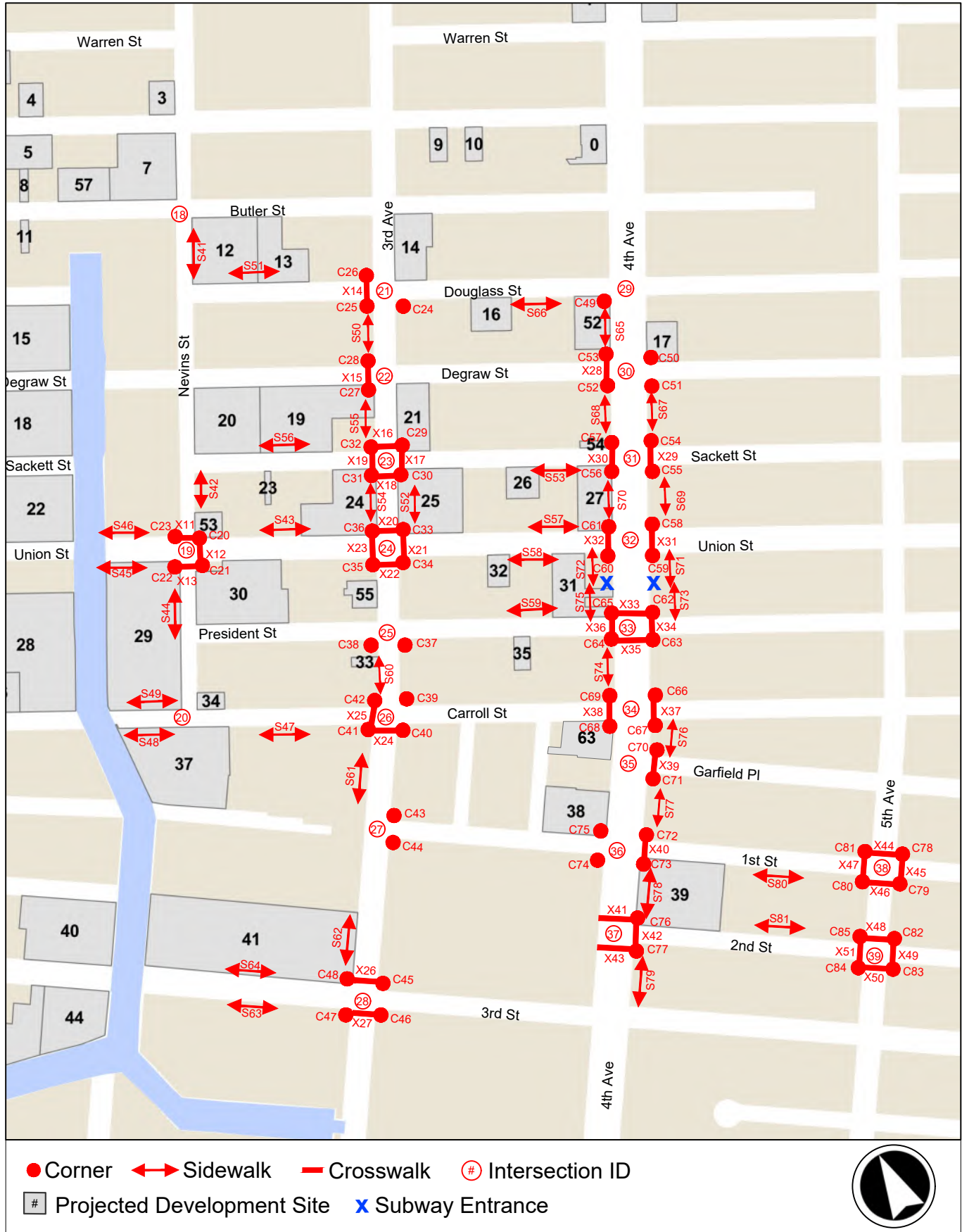
Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks during the overnight period.

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

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

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





APPENDIX A

REFERENCE MATERIAL

- (1) 2009 National Household Travel Study (Table 16)**
- (2) 2000 Regional Travel Household Interview Survey
(pages 20-21)**



SUMMARY OF TRAVEL TRENDS

2009 National Household Travel Survey



U.S. Department of Transportation
Federal Highway Administration



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

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

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

Note:

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



RT-HIS
**Regional Travel -
Household Interview Survey**

**EXECUTIVE SUMMARY
GENERAL FINAL REPORT**

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



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

February 2000

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

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

February 2000

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

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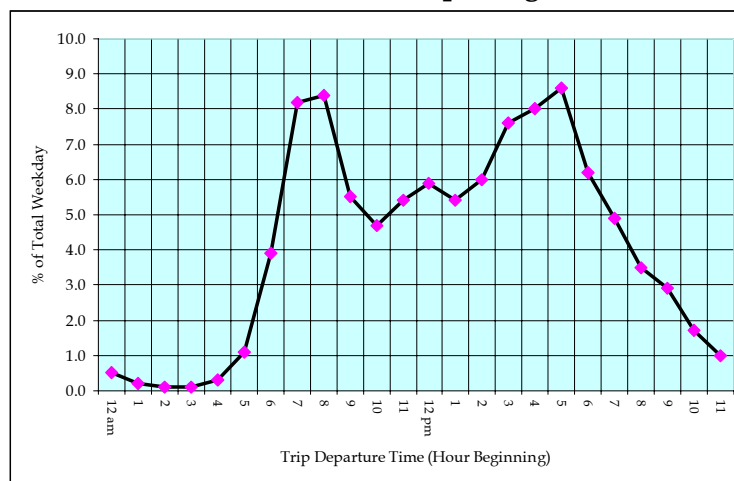
TASK SUPPORT: NUSTATS INTERNATIONAL
3006 Bee Caves Road, Suite A-300
Austin, TX 78746

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

Focus on Auto Trips

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

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

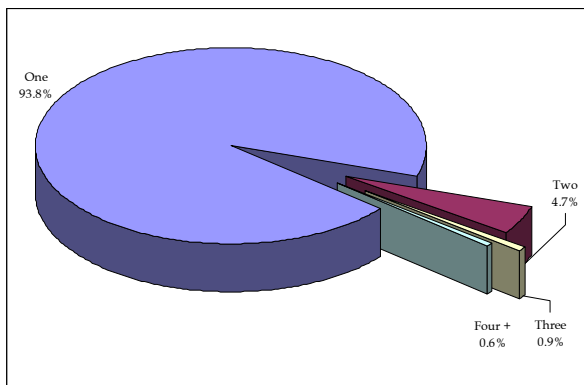


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the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

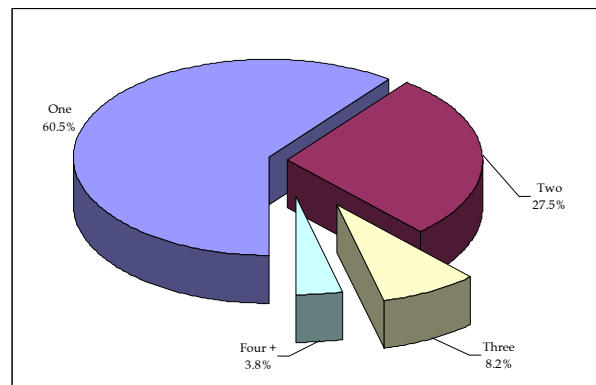
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing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

Distribution of Auto Trips - by Number of Occupants

Work Trips



Other (non-Work) Trips



APPENDIX B

DETAILED TRIP GENERATION TABLES

FOR PROJECTED DEVELOPMENT SITES

Site 1

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

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

Site 2

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

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

Site 3

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

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

Site 4

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

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

Site 5

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

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

Site 6

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

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

Site 7

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

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

Site 8

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

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

Site 9

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

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

Site 12

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

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

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

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

Site 14

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

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

Site 16

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

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

Site 18

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

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

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

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

Site 24

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

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

Site 26

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

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

Site 28

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

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

Site 29

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

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

Site 31

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

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

Site 32

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

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

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

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

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

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

Site 38

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

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

Site 39

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

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

Site 44

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

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

Site 48

Land Use: Size/Units:	Local Retail -24,457 gsf		Office -15,256 gsf		Residential 829 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 9,200 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 19,072 gsf		Warehouse 0 gsf		Medical Office 19,072 gsf		School (Grade K-4 Students) 0 students 0 gsf		School Staff 0 staff		Parents (Grades K-5 Students) 0 parents		Community Center 46,000 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total																																											
	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday	AM	Midday	PM	Saturday																																		
Peak Hour Trips:	-46	-286	-150	-176	-34	-42	-38	-10	670	336	736	638	0	0	0	0	82	98	162	192	0	0	0	0	38	32	40	4	0	0	0	0	156	184	128	126	0	0	0	0	82	186	104	108	0	0	0	0	948	508	982	882																										
Person Trips:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out																																				
AM	-3	0	-1	0	-10	0	-19	-23	-9	0	-4	0	-10	-23	17	1	3	160	55	2	11	610	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	42	26	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
MD	-16	0	-4	0	-1	0	-12	-143	-16	0	-1	0	-26	-143	18	1	4	168	18	1	125	168	0	0	0	0	0	0	0	0	9	6	7	44	0	0	0	0	0	0	0	0	0	0	0	0	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	-8	0	-2	0	-1	0	-2	-75	-8	0	-2	0	-36	-75	48	2	6	449	31	1	6	287	0	0	0	0	0	0	0	0	16	2	3	76	0	0	0	0	11	26	2	83	0	0	0	0	2	4	4	73	0	0	0	0	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	-11	0	-2	0	-1	0	-6	-96	-11	0	-2	0	-4	-96	31	1	7	287	38	1	42	351	0	0	0	0	0	0	0	0	14	5	6	98	0	0	0	0	15	36	1	62	0	0	0	0	0	0	0	0	3	2	4	55	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 :	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out																																
AM	-2	0	-2	0	-7	0	-9	-2	-2	0	-2	0	-3	-2	15	1	3	21	49	2	3	55	0	0	0	0	0	0	0	0	6	2	2	8	0	0	0	0	10	7	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
MD	-8	0	0	0	-1	0	-1	-8	-8	0	0	0	-1	-8	11	1	2	15	11	1	2	15	0	0	0	0	0	0	0	0	6	3	4	8	0	0	0	0	0	0	0	0	14	7	7	21	0	0	0	0	0	0	0	0	3	2	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	-4	0	-1	0	-1	0	-1	-4	-4	0	-1	0	-1	-4	43	2	3	46	28	1	3	31	0	0	0	0	0	0	0	0	10	2	3	13	0	0	0	0	7	2	3	12	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
SAT	-6	0	-2	0	-1	0	-1	-6	-6	0	-2	0	-1	-6	20	2	2	23	24	0	2	27	0	0	0	0	0	0	0	0	7	6	6	13	0	0	0	0	10	6	6	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

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

Site 49

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

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

Site 51

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

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

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

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

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

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

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

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

Site 60

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

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

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

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

Site 62

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

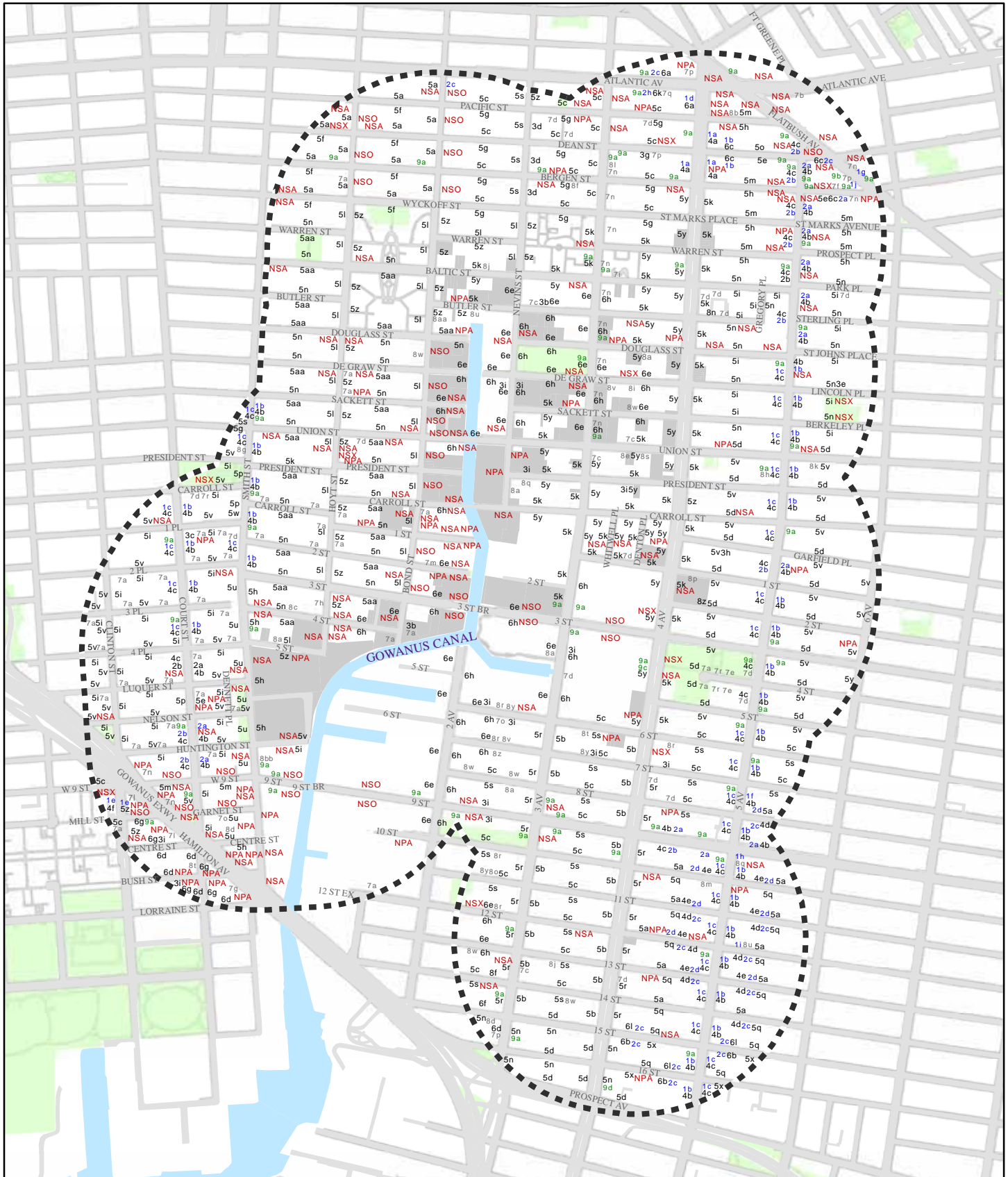
Notes:
70% internal and external linkage and pass-by credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday credit applied to restaurant use.

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

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

Appendix G-2
Level of Service Tables and Parking Regulations

Study Area On-Street Parking Regulations



Legend

1e 5c
7n 9a
NSA

Parking Regulations

Study Area

0 0.15 0.3 0.45 0.6 Miles

TABLE G-2

NO ACTION INTERSECTION LEVEL OF SERVICE ANALYSIS

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

Signalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay		
	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS
Nevins Street & Union Street	EB	TR	0.38	21.3	C	EB	TR	0.40	21.6	C	EB	TR	0.48	23.1	C	EB	TR	0.67	23.8	C
	NB	R	0.42	20.1	C	NB	R	0.36	18.7	B	NB	R	0.25	16.7	B	NB	R	0.35	18.6	B
	SB	LT	0.62	24.9	C	SB	LT	0.67	27.2	C	SB	LT	0.92	48.7	D *	SB	LT	0.59	23.7	C
2nd Avenue & 9th Street	EB	L	0.03	26.4	C	EB	L	0.03	26.3	C	EB	L	0.08	26.2	C	EB	L	0.08	25.5	C
	EB	TR	0.35	31.0	C	EB	TR	0.33	30.4	C	EB	TR	0.42	31.3	C	EB	TR	0.39	29.9	C
	EB	LTR		30.9	C	EB	LTR		30.3	C	EB	LTR		31.0	C	EB	LTR		29.6	C
	WB	L	0.10	11.2	B	WB	L	0.11	11.4	B	WB	L	0.09	11.1	B	WB	L	0.05	10.7	B
	WB	TR	0.79	25.0	C	WB	TR	0.67	19.8	B	WB	TR	0.62	18.4	B	WB	TR	0.91	37.0	D *
	NB	LTR	0.50	17.5	B	NB	LTR	0.27	13.0	B	NB	LTR	0.33	13.8	B	NB	LTR	0.46	16.0	B
	SB	LTR	0.28	13.3	B	SB	LTR	0.20	12.3	B	SB	LTR	0.40	14.6	B	SB	LTR	0.27	12.9	B
3rd Avenue & Baltic Street	EB	LTR	0.48	50.9	D	EB	LTR	0.40	38.8	D	EB	LTR	0.70	74.7	E *	EB	LTR	0.65	71.1	E *
	NB	TR	0.44	42.5	D	NB	TR	0.47	33.5	C	NB	TR	0.46	31.9	C	NB	TR	0.39	30.0	C
	SB	LT	0.46	44.4	D	SB	LT	0.58	39.2	D	SB	LT	0.59	38.9	D	SB	LT	0.58	37.6	D
3rd Avenue & Douglass Street	EB	LTR	0.18	47.9	D	EB	LTR	0.34	63.8	E *	EB	LTR	0.63	92.5	F *	EB	LTR	0.40	74.8	E *
	NB	TR	0.48	38.1	D	NB	TR	0.41	13.6	B	NB	TR	0.46	18.1	B	NB	TR	0.48	22.8	C
	SB	LT	0.45	38.5	D	SB	LT	0.45	15.3	B	SB	LT	0.46	19.1	B	SB	LT	0.50	24.6	C
3rd Avenue & Union Street	EB	LTR	1.59	372.5	F *	EB	LTR	2.18	616.6	F *	EB	LTR	2.41	740.0	F *	EB	LTR	2.00	558.1	F *
	WB	LR	1.14	149.4	F *	WB	LR	1.82	471.9	F *	WB	LR	1.64	364.5	F *	WB	LR	1.97	549.5	F *
	NB	TR	0.78	45.9	D	NB	TR	0.80	38.1	D	NB	TR	0.83	39.5	D	NB	TR	0.84	44.0	D
	SB	LT	0.37	27.7	C	SB	LT	0.57	26.6	C	SB	LT	0.59	27.1	C	SB	LT	0.57	28.6	C
3rd Avenue & Carroll Street	EB	LTR	1.17	204.1	F *	EB	LTR	0.96	111.5	F *	EB	LTR	1.47	322.6	F *	EB	LTR	1.34	260.5	F *
	NB	TR	0.84	10.9	B	NB	TR	0.79	26.5	C	NB	TR	0.93	25.6	C *	NB	TR	0.91	19.2	B *
	SB	LT	0.71	28.9	C	SB	LT	0.72	28.1	C	SB	LT	0.82	36.3	D	SB	LT	1.11	110.2	F *
3rd Avenue & 1st Street/Driveway	EB	LTR	0.06	72.6	E *	EB	LTR	0.05	50.9	D	EB	LTR	0.06	72.7	E *	EB	LTR	0.05	64.9	E *
	WB	LTR	0.77	111.0	F *	WB	LTR	0.39	60.2	E *	WB	LTR	0.39	83.2	F *	WB	LTR	0.56	83.5	F *
	NB	LTR	0.87	27.2	C	NB	LTR	0.79	19.9	B	NB	LTR	0.86	16.4	B	NB	LTR	0.89	19.1	B
	SB	L	0.06	9.1	A	SB	L	0.06	9.4	A	SB	L	0.06	10.9	B	SB	L	0.11	14.2	B
	SB	TR	0.70	18.1	B	SB	TR	0.81	29.8	C	SB	TR	0.82	29.7	C	SB	TR	0.89	28.6	C
3rd Avenue & 3rd Street	EB	L	0.96	163.0	F *	EB	L	0.71	56.6	E *	EB	L	1.01	128.2	F *	EB	L	1.00	131.1	F *
	EB	TR	1.13	146.3	F *	EB	TR	1.22	160.7	F *	EB	TR	1.76	400.3	F *	EB	TR	1.53	300.2	F *
	WB	LTR	2.00	495.6	F *	WB	LTR	1.30	193.8	F *	WB	LTR	2.07	534.9	F *	WB	LTR	1.70	347.2	F *
	NB	L	1.26	163.0	F *	NB	L	1.09	116.8	F *	NB	L	1.23	179.0	F *	NB	L	2.32	646.2	F *
	NB	TR	0.78	21.9	C	NB	TR	0.73	21.4	C	NB	TR	0.82	28.0	C	NB	TR	1.03	64.9	E *
	SB	L	0.88	103.3	F *	SB	L	0.68	45.8	D	SB	L	1.02	131.4	F *	SB	L	0.68	51.0	D
	SB	TR	1.19	117.7	F *	SB	TR	1.31	161.6	F *	SB	TR	1.38	200.8	F *	SB	TR	1.46	236.3	F *
3rd Avenue & 9th Street	EB	L	0.89	109.9	F *	EB	L	0.43	43.6	D	EB	L	0.41	49.1	D	EB	L	0.46	49.0	D
	EB	TR	0.49	45.0	D	EB	TR	0.36	37.1	D	EB	TR	0.53	45.7	D	EB	TR	0.43	38.4	D
	WB	L	0.28	41.8	D	WB	L	0.26	36.4	D	WB	L	0.34	43.7	D	WB	L	0.45	42.5	D
	WB	TR	1.03	104.3	F *	WB	TR	0.84	62.0	E *	WB	TR	0.94	83.9	F *	WB	TR	1.04	98.6	F *
	NB	L	0.34	17.6	B	NB	L	0.49	33.7	C	NB	L	0.34	21.8	C	NB	L	0.64	50.1	D
	NB	TR	0.58	18.6	B	NB	TR	0.94	50.4	D *	NB	TR	0.94	45.7	D *	NB	TR	0.56	21.2	C
	SB	L	0.30	18.0	B	SB	L	0.36	22.0	C	SB	L	0.39	20.0	B	SB	L	0.21	18.1	B
	SB	TR	0.80	29.9	C	SB	TR	1.10	93.5	F *	SB	TR	1.07	80.7	F *	SB	TR	1.10	95.3	F *

Signalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay		
	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS
3rd Avenue & Prospect Avenue	WB	L	0.91	69.5	E *	WB	L	0.72	50.1	D	WB	L	1.00	87.3	F *	WB	L	0.80	58.8	E *
	WB	LT	1.13	140.9	F *	WB	LT	0.47	45.2	D	WB	LT	0.60	55.2	E *	WB	LT	0.79	65.3	E *
	WB	R	0.31	47.9	D	WB	R	0.18	39.5	D	WB	R	0.22	45.9	D	WB	R	0.27	46.5	D
	NB	LT	0.94	33.8	C *	NB	LT	0.91	47.8	D *	NB	LT	0.85	58.4	E *	NB	LT	1.09	81.1	F *
	NB	T	0.66	8.4	A	NB	T	0.48	14.2	B	NB	T	0.51	13.3	B	NB	T	0.46	3.3	A
	SB (3rd Ave)	T	0.43	47.7	D	SB (3rd Ave)	T	0.56	43.8	D	SB (3rd Ave)	T	0.68	46.5	D	SB (3rd Ave)	T	0.30	35.9	D
SB (On-Ramp)	TR	1.05	106.6	F *	SB (On-Ramp)	TR	0.90	64.6	E *	SB (On-Ramp)	TR	0.95	70.0	E *	SB (On-Ramp)	TR	0.86	57.8	E *	
3rd Avenue & 17th Street	EB	LTR	0.77	60.7	E *	EB	LTR	0.89	67.6	E *	EB	LTR	0.87	64.6	E *	EB	LTR	0.73	59.1	E *
	NB	TR	0.61	18.3	B	NB	TR	0.42	15.3	B	NB	TR	0.53	22.3	C	NB	TR	0.56	15.8	B
	SB	L	0.42	46.2	D	SB	L	0.73	59.9	E *	SB	L	0.37	93.3	F *	SB	L	0.66	65.9	E *
	SB	T	0.09	24.3	C	SB	T	0.12	22.3	C	SB	T	0.17	0.9	A	SB	T	0.18	4.5	A
4th Avenue & St. Marks Place	EB	LTR	0.13	14.9	B	EB	LTR	0.29	24.5	C	EB	LTR	0.60	35.2	D	EB	LTR	0.40	26.5	C
	NB	TR	0.94	49.0	D *	NB	TR	0.56	22.1	C	NB	TR	0.65	21.2	C	NB	TR	0.66	24.2	C
	SB	L	0.40	43.7	D	SB	L	0.13	17.7	B	SB	L	0.16	16.3	B	SB	L	0.32	24.6	C
	SB	T	0.71	35.2	D	SB	T	0.51	21.5	C	SB	T	0.76	25.2	C	SB	T	0.46	20.5	C
4th Avenue & Union Street	EB	LTR	1.13	101.2	F *	EB	LTR	0.76	34.0	C	EB	LTR	1.51	278.9	F *	EB	LTR	0.91	22.8	C *
	WB	LTR	1.50	284.0	F *	WB	LTR	0.66	28.9	C	WB	LTR	1.37	239.9	F *	WB	LTR	0.66	28.6	C
	NB	TR	0.60	14.7	B	NB	TR	0.63	30.3	C	NB	TR	0.58	14.2	B	NB	TR	0.84	37.5	D
	SB	L	0.29	16.1	B	SB	L	0.23	27.5	C	SB	L	0.35	17.3	B	SB	L	0.74	81.6	F *
	SB	TR	0.59	14.9	B	SB	TR	0.73	34.5	C	SB	TR	0.82	21.9	C	SB	TR	0.90	45.2	D *
4th Avenue & Carroll Street	EB	LTR	0.53	38.4	D	EB	LTR	0.23	20.6	C	EB	LTR	0.85	47.7	D	EB	LTR	0.42	17.9	B
	NB	TR	0.94	34.1	C *	NB	TR	0.92	48.2	D *	NB	TR	0.77	21.1	C	NB	TR	1.22	144.3	F *
	SB	L	0.30	18.8	B	SB	L	0.33	34.0	C	SB	L	0.23	14.4	B	SB	L	0.90	133.4	F *
	SB	T	0.67	17.8	B	SB	T	0.75	35.8	D	SB	T	0.85	24.8	C	SB	T	0.92	47.0	D *
4th Avenue & 3rd Street	EB	LTR	1.03	76.4	E *	EB	LTR	0.78	48.3	D	EB	LTR	1.28	175.8	F *	EB	LTR	0.73	25.5	C
	NB	L	1.47	263.3	F *	NB	L	0.99	82.4	F *	NB	L	0.89	83.1	F *	NB	L	1.12	129.4	F *
	NB	TR	1.07	67.7	E *	NB	TR	0.81	27.2	C	NB	TR	0.57	10.7	B	NB	TR	0.97	44.6	D *
	SB	TR	0.95	40.2	D *	SB	TR	0.92	43.6	D *	SB	TR	1.08	74.2	E *	SB	TR	0.98	54.7	D *
4th Avenue & 9th Street	EB	LT	0.94	84.1	F *	EB	LT	0.54	34.6	C	EB	LT	1.02	96.9	F *	EB	LT	0.50	32.7	C
	EB	R	0.10	31.6	C	EB	R	0.17	25.9	C	EB	R	0.20	31.9	C	EB	R	0.10	24.8	C
	WB	L	0.53	47.3	D	WB	L	0.40	32.0	C	WB	L	0.66	56.5	E *	WB	L	0.31	29.5	C
	WB	T	0.70	48.5	D	WB	T	0.59	35.6	D	WB	T	0.69	46.3	D	WB	T	0.66	37.7	D
	WB	R	0.42	39.4	D	WB	R	0.13	25.3	C	WB	R	0.19	31.8	C	WB	R	0.05	24.1	C
	NB	L	0.38	33.9	C	NB	L	0.32	40.9	D	NB	L	0.45	58.8	E *	NB	L	0.38	48.2	D
	NB	TR	1.15	100.8	F *	NB	TR	0.89	37.7	D	NB	TR	0.76	24.7	C	NB	TR	1.01	57.2	E *
	SB	TR	0.84	34.8	C	SB	TR	0.97	56.9	E *	SB	TR	1.17	116.4	F *	SB	TR	1.07	85.9	F *
4th Avenue & Prospect Avenue	WB	LTR	1.08	86.9	F *	WB	LTR	0.88	54.4	D	WB	LTR	1.07	94.6	F *	WB	LTR	0.96	62.9	E *
	NB	L	0.63	12.4	B	NB	L	0.48	8.5	A	NB	L	0.52	16.2	B	NB	L	0.48	9.3	A
	NB	T	0.74	1.8	A	NB	T	0.46	1.1	A	NB	T	0.58	1.4	A	NB	T	0.51	1.6	A
	SB	T	0.78	38.4	D	SB	T	0.71	30.1	C	SB	T	0.95	46.2	D *	SB	T	0.65	28.1	C
	SB	R	0.54	33.9	C	SB	R	0.33	22.9	C	SB	R	0.55	27.2	C	SB	R	0.28	22.0	C
	SB	TR		37.4	D	SB	TR		28.9	C	SB	TR		42.7	D	SB	TR		27.2	C

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

* Denotes congested lane group.

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

Unsignalized Intersections	No-Action AM Peak Hour					No-Action Midday Peak Hour					No-Action PM Peak Hour					No-Action SAT Peak Hour				
	Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay		
	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS
Bond Street & 2nd Street	WB	TR	0.06	15.6	C	WB	TR	0.05	13.5	B	WB	TR	0.04	13.5	B	WB	TR	0.03	15.4	C
	NB	LTR	0.02	0.6	A	NB	LTR	0.03	1.1	A	NB	LTR	0.02	0.6	A	NB	LTR	0.02	0.5	A
Bond Street & 4th Street	EB	LR	0.15	7.7	A	EB	LR	0.12	7.5	A	EB	LR	0.17	7.7	A	EB	LR	0.13	7.5	A
	NB	T	0.02	15.0	C	NB	T	0.02	20.1	C	NB	T	0.02	18.8	C	NB	T	0.02	16.0	C
Nevins Street & Butler Street (All-Way Stop Controlled)	WB	LT	-	11.8	B	WB	LT	-	10.2	B	WB	LT	-	10.9	B	WB	LT	-	10.2	B
	SB	TR	-	11.4	B	SB	TR	-	11.6	B	SB	TR	-	15.7	C	SB	TR	-	12.6	B
Nevins Street & Degraw Street	EB	R	0.01	10.7	B	EB	R	0.01	12.5	B	EB	R	0.01	11.4	B	EB	R	0.01	11.6	B
	WB	LT	0.15	13.5	B	WB	LT	0.13	17.2	C	WB	LT	0.22	17.0	C	WB	LT	0.23	18.1	C
Nevins Street & Carroll Street	EB	LT	0.00	0.60	A	EB	LT	0.00	0.7	A	EB	LT	0.00	0.4	A	EB	LT	0.01	0.4	A
	SB	LR	0.27	11.9	B	SB	LR	0.27	11.3	B	SB	LR	0.36	13.0	B	SB	LR	0.60	21.9	C

* Denotes congested lane group.

TABLE G-3

WITH-ACTION INTERSECTION LEVEL OF SERVICE ANALYSIS

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

Signalized Intersections	With-Action AM Peak Hour					With-Action Midday Peak Hour					With-Action PM Peak Hour					With-Action SAT Peak Hour				
	Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS	
	Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)	
3rd Avenue & Baltic Street	EB	LTR	0.49	51.2	D	EB	LTR	0.42	39.3	D	EB	LTR	0.74	76.9	E	EB	LTR	0.67	72.4	E
	NB	TR	0.48	43.7	D	NB	TR	0.48	33.8	C	NB	TR	0.47	32.3	C	NB	TR	0.40	30.2	C
	SB	LT	0.52	46.7	D	SB	LT	0.66	42.7	D	SB	LT	0.64	41.5	D	SB	LT	0.61	39.2	D
3rd Avenue & Douglass Street	EB	LTR	0.26	50.2	D	EB	LTR	0.42	66.8	E	EB	LTR	0.76	102.5	F *	EB	LTR	0.46	77.3	E
	NB	TR	0.56	40.8	D	NB	TR	0.43	14.0	B	NB	TR	0.50	18.9	B	NB	TR	0.52	23.8	C
	SB	LT	0.59	44.4	D	SB	LT	0.54	17.6	B	SB	LT	0.55	22.1	C	SB	LT	0.58	27.4	C
3rd Avenue & Union Street	EB	LTR	1.70	421.0	F *	EB	LTR	1.92	499.7	F	EB	LTR	2.30	694.0	F	EB	LTR	1.96	540.3	F
	WB	LR	1.60	353.5	F *	WB	LR	2.05	575.9	F *	WB	LR	2.39	699.4	F *	WB	LR	2.19	652.5	F *
	NB	TR	0.90	59.2	E *	NB	TR	0.87	45.6	D *	NB	TR	0.92	52.4	D *	NB	TR	0.92	55.0	D *
	SB	LT	0.48	31.0	C	SB	LT	0.63	29.2	C	SB	LT	0.72	34.4	C	SB	LT	0.66	33.3	C
3rd Avenue & Carroll Street	EB	LTR	2.22	660.2	F *	EB	LTR	1.60	357.9	F *	EB	LTR	2.51	785.4	F *	EB	LTR	1.95	530.5	F *
	NB	TR	0.86	11.6	B	NB	TR	0.79	26.4	C	NB	TR	0.99	35.5	D	NB	TR	0.94	21.5	C
	SB	LT	0.68	26.1	C	SB	LT	0.70	26.9	C	SB	LT	0.72	28.2	C	SB	LT	1.01	79.3	E
3rd Avenue & 1st Street/Driveway	EB	LTR	0.07	72.8	E	EB	LTR	0.06	51.0	D	EB	LTR	0.07	72.9	E	EB	LTR	0.05	65.1	E
	WB	LTR	1.02	167.9	F *	WB	LTR	0.53	67.6	E *	WB	LTR	0.54	92.5	F *	WB	LTR	0.69	94.3	F *
	NB	LTR	0.89	27.1	C	NB	LTR	0.78	18.5	B	NB	LTR	0.90	14.9	B	NB	LTR	0.90	19.5	B
	SB	L	0.07	8.8	A	SB	L	0.07	10.8	B	SB	L	0.06	13.5	B	SB	L	0.12	14.5	B
	SB	TR	0.89	28.9	C	SB	TR	0.86	33.6	C	SB	TR	0.92	45.6	D *	SB	TR	0.95	35.3	D
3rd Avenue & 3rd Street	EB	L	1.60	404.3	F *	EB	L	1.06	138.2	F *	EB	L	1.28	228.0	F *	EB	L	1.10	166.4	F *
	EB	TR	1.84	441.8	F *	EB	TR	1.53	293.4	F *	EB	TR	3.09	996.8	F *	EB	TR	1.84	435.1	F *
	WB	LTR	4.56	1650.6	F *	WB	LTR	1.63	340.1	F *	WB	LTR	3.70	1270.3	F *	WB	LTR	2.83	855.4	F *
	NB	L	2.05	530.3	F *	NB	L	1.15	137.9	F *	NB	L	1.36	231.2	F *	NB	L	2.32	650.2	F *
	NB	TR	0.78	22.0	C	NB	TR	0.73	21.4	C	NB	TR	0.85	30.5	C	NB	TR	0.98	51.4	D
	SB	L	1.12	149.9	F *	SB	L	0.84	69.8	E *	SB	L	1.21	183.0	F *	SB	L	0.82	68.5	E *
	SB	TR	1.46	233.8	F *	SB	TR	1.56	272.8	F *	SB	TR	1.62	307.9	F *	SB	TR	1.48	246.7	F *
	SB	TR	1.46	233.8	F *	SB	TR	1.56	272.8	F *	SB	TR	1.62	307.9	F *	SB	TR	1.48	246.7	F *
3rd Avenue & 9th Street	EB	L	0.93	119.7	F *	EB	L	0.43	44.1	D	EB	L	0.43	50.0	D	EB	L	0.47	49.7	D
	EB	TR	0.50	45.1	D	EB	TR	0.37	37.1	D	EB	TR	0.53	45.7	D	EB	TR	0.43	38.5	D
	WB	L	0.28	41.8	D	WB	L	0.26	36.4	D	WB	L	0.34	43.7	D	WB	L	0.45	42.6	D
	WB	TR	1.04	107.6	F *	WB	TR	0.85	63.0	E	WB	TR	0.96	88.6	F *	WB	TR	1.04	101.4	F *
	NB	L	0.56	30.1	C	NB	L	0.60	47.3	D *	NB	L	0.87	121.5	F *	NB	L	1.05	163.9	F *
	NB	TR	0.60	19.0	B	NB	TR	0.94	51.0	D	NB	TR	0.98	54.7	D *	NB	TR	0.56	21.4	C
	SB	L	0.31	18.5	B	SB	L	0.36	22.1	C	SB	L	0.43	21.7	C	SB	L	0.22	18.2	B
	SB	TR	1.03	67.1	E *	SB	TR	1.15	114.7	F *	SB	TR	1.35	195.1	F *	SB	TR	1.19	128.8	F *
3rd Avenue & Prospect Avenue	WB	L	0.91	69.5	E	WB	L	0.72	50.1	D	WB	L	1.00	87.3	F	WB	L	0.80	58.8	E
	WB	LT	1.20	167.3	F *	WB	LT	0.50	46.1	D	WB	LT	0.64	56.7	E	WB	LT	0.81	67.7	E
	WB	R	0.35	49.0	D	WB	R	0.18	39.5	D	WB	R	0.23	46.0	D	WB	R	0.27	46.5	D
	NB	LT	0.95	34.4	C	NB	LT	0.92	48.0	D	NB	LT	0.86	58.8	E	NB	LT	1.10	83.6	F
	NB	T	0.67	9.0	A	NB	T	0.48	14.3	B	NB	T	0.53	14.5	B	NB	T	0.47	3.3	A
	SB (3rd Ave)	T	0.59	52.3	D	SB (3rd Ave)	T	0.53	43.0	D	SB (3rd Ave)	T	0.76	50.3	D	SB (3rd Ave)	T	0.30	36.0	D
	SB (On-Ramp)	TR	1.22	167.8	F *	SB (On-Ramp)	TR	0.95	72.5	E *	SB (On-Ramp)	TR	1.18	142.8	F *	SB (On-Ramp)	TR	0.91	64.0	E *
3rd Avenue & 17th Street	EB	LTR	0.87	68.4	E *	EB	LTR	0.94	75.4	E *	EB	LTR	0.94	74.6	E *	EB	LTR	0.79	62.0	E
	NB	TR	0.62	18.4	B	NB	TR	0.42	15.3	B	NB	TR	0.55	22.5	C	NB	TR	0.56	15.8	B
	SB	L	0.72	61.4	E *	SB	L	0.62	52.8	D	SB	L	0.44	93.7	F	SB	L	0.64	64.3	E
	SB	T	0.11	24.5	C	SB	T	0.12	22.5	C	SB	T	0.19	0.8	A	SB	T	0.18	4.6	A

Signalized Intersections	With-Action AM Peak Hour					With-Action Midday Peak Hour					With-Action PM Peak Hour					With-Action SAT Peak Hour				
	Approach	Lane	V/C	Delay	LOS	Approach	Lane	V/C	Delay	LOS	Approach	Lane	V/C	Delay	LOS	Approach	Lane	V/C	Delay	LOS
		Group	Ratio	(sec/veh)			Group	Ratio	(sec/veh)			Group	Ratio	(sec/veh)			Group	Ratio	(sec/veh)	
4th Avenue & St. Marks Place	EB	LTR	0.15	15.2	B	EB	LTR	0.32	25.0	C	EB	LTR	0.65	37.3	D	EB	LTR	0.42	26.9	C
	NB	TR	0.96	52.4	D	NB	TR	0.57	22.4	C	NB	TR	0.67	21.7	C	NB	TR	0.67	24.5	C
	SB	L	0.41	45.2	D	SB	L	0.13	17.9	B	SB	L	0.16	16.5	B	SB	L	0.33	25.1	C
	SB	T	0.71	35.2	D	SB	T	0.51	21.7	C	SB	T	0.78	26.0	C	SB	T	0.47	20.7	C
4th Avenue & Union Street	EB	LTR	1.45	243.8	F *	EB	LTR	0.82	39.0	D	EB	LTR	1.82	417.6	F *	EB	LTR	1.02	39.7	D
	WB	LTR	1.86	441.5	F *	WB	LTR	0.68	29.9	C	WB	LTR	1.65	358.7	F *	WB	LTR	0.73	32.4	C
	NB	TR	0.61	15.0	B	NB	TR	0.63	30.4	C	NB	TR	0.59	14.5	B	NB	TR	0.85	38.2	D
	SB	L	0.42	22.1	C	SB	L	0.29	29.6	C	SB	L	0.48	23.4	C	SB	L	0.87	108.7	F *
	SB	TR	0.60	15.1	B	SB	TR	0.74	35.0	C	SB	TR	0.85	23.8	C	SB	TR	0.93	48.8	D
4th Avenue & Carroll Street	EB	LTR	0.63	38.1	D	EB	LTR	0.21	20.4	C	EB	LTR	0.87	49.8	D	EB	LTR	0.42	17.3	B
	NB	TR	0.94	34.2	C	NB	TR	0.91	47.8	D	NB	TR	0.79	21.9	C	NB	TR	1.23	146.4	F *
	SB	L	0.31	19.2	B	SB	L	0.37	36.3	D	SB	L	0.26	15.2	B	SB	L	0.96	151.1	F *
	SB	T	0.68	18.1	B	SB	T	0.75	35.9	D	SB	T	0.87	25.9	C	SB	T	0.93	48.5	D
4th Avenue & 3rd Street	EB	LTR	1.09	88.7	F *	EB	LTR	0.80	50.3	D	EB	LTR	1.35	206.9	F *	EB	LTR	0.74	26.1	C
	NB	L	1.46	262.7	F	NB	L	0.92	65.0	E	NB	L	0.91	89.6	F *	NB	L	1.11	128.6	F
	NB	TR	1.08	72.1	E *	NB	TR	0.82	27.9	C	NB	TR	0.59	11.0	B	NB	TR	0.98	48.5	D
	SB	TR	0.98	46.0	D *	SB	TR	0.94	47.4	D	SB	TR	1.12	87.5	F *	SB	TR	1.01	62.3	E *
4th Avenue & 9th Street	EB	LT	0.96	88.7	F *	EB	LT	0.55	34.8	C	EB	LT	1.04	102.8	F *	EB	LT	0.51	32.8	C
	EB	R	0.10	31.6	C	EB	R	0.17	25.9	C	EB	R	0.20	31.9	C	EB	R	0.10	24.8	C
	WB	L	0.53	47.3	D	WB	L	0.40	32.0	C	WB	L	0.66	56.5	E	WB	L	0.31	29.5	C
	WB	T	0.72	49.1	D	WB	T	0.60	35.8	D	WB	T	0.70	46.9	D	WB	T	0.67	37.9	D
	WB	R	0.42	39.4	D	WB	R	0.13	25.3	C	WB	R	0.19	31.8	C	WB	R	0.05	24.1	C
	NB	L	0.41	36.7	D	NB	L	0.33	41.2	D	NB	L	0.45	60.0	E	NB	L	0.40	49.9	D
	NB	TR	1.15	100.8	F	NB	TR	0.87	36.3	D	NB	TR	0.79	25.7	C	NB	TR	1.01	57.7	E
	SB	TR	0.88	37.8	D	SB	TR	0.97	57.3	E	SB	TR	1.20	129.9	F *	SB	TR	1.09	92.7	F *
4th Avenue & Prospect Avenue	WB	LTR	1.06	88.3	F	WB	LTR	0.87	53.2	D	WB	LTR	1.09	101.0	F *	WB	LTR	0.95	62.1	E
	NB	L	0.71	15.5	B	NB	L	0.50	9.2	A	NB	L	0.58	16.1	B	NB	L	0.50	10.2	B
	NB	T	0.75	1.6	A	NB	T	0.45	1.1	A	NB	T	0.59	1.1	A	NB	T	0.51	1.5	A
	SB	T	0.83	41.0	D	SB	T	0.71	30.2	C	SB	T	0.98	51.4	D *	SB	T	0.66	28.5	C
	SB	R	0.54	33.9	C	SB	R	0.33	22.9	C	SB	R	0.55	27.2	C	SB	R	0.28	22.0	C
4th Avenue & 17th Street	EB	LTR	0.76	50.8	D *	EB	LTR	1.13	118.5	F *	EB	LTR	0.98	68.2	E *	EB	LTR	1.11	108.3	F *
	NB	T	0.97	42.5	D	NB	T	1.08	92.3	F	NB	T	1.08	85.3	F *	NB	T	1.00	63.9	E
	NB	R	0.18	14.0	B	NB	R	0.39	28.8	C	NB	R	0.35	24.6	C	NB	R	0.49	31.9	C
	SB	L	1.13	115.9	F *	SB	L	0.89	49.1	D	SB	L	1.01	62.9	E *	SB	L	1.03	83.6	F *
	SB	T	0.41	1.8	A	SB	T	0.48	3.8	A	SB	T	0.68	6.6	A	SB	T	0.49	4.5	A
5th Avenue & Union Street	EB	LTR	0.80	34.7	C	EB	LTR	0.64	25.2	C	EB	LTR	0.90	43.4	D	EB	LTR	0.84	37.6	D
	WB	LTR	1.07	85.9	F *	WB	LTR	0.71	28.8	C	WB	LTR	0.71	28.6	C	WB	LTR	0.74	30.0	C
	NB	LTR	0.87	41.7	D	NB	LTR	0.66	26.2	C	NB	LTR	0.98	58.7	E *	NB	LTR	0.95	52.7	D *
	SB	LTR	0.67	26.7	C	SB	LTR	0.71	28.9	C	SB	LTR	0.74	30.5	C	SB	LTR	0.75	30.7	C
5th Avenue & 3rd Street	EB	LTR	0.74	43.1	D	EB	LTR	0.58	33.9	C	EB	LTR	0.60	34.4	C	EB	LTR	0.95	73.2	E
	NB	TR	0.79	28.3	C	NB	TR	0.62	20.2	C	NB	TR	0.95	45.1	D	NB	TR	0.91	40.3	D
	SB	LT	0.54	18.4	B	SB	LT	0.50	17.5	B	SB	LT	0.68	23.1	C	SB	LT	0.55	18.5	B

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

* Denotes a significant adverse impact.

Unsignalized Intersections	With-Action AM Peak Hour					With-Action Midday Peak Hour					With-Action PM Peak Hour					With-Action SAT Peak Hour				
	Lane	V/C	Delay	Ratio (sec/veh) LOS		Lane	V/C	Delay	Ratio (sec/veh) LOS		Lane	V/C	Delay	Ratio (sec/veh) LOS		Lane	V/C	Delay	Ratio (sec/veh) LOS	
	Approach	Group				Approach	Group				Approach	Group				Approach	Group			
Court Street & Luquer Street	EB	TR	1.13	231.8	F *	EB	TR	0.30	27.5	D	EB	TR	0.77	111.4	F *	EB	TR	0.82	88.8	F *
	SB	LT	0.23	5.5	A	SB	LT	0.08	3.4	A	SB	LT	0.13	3.7	A	SB	LT	0.12	3.8	A
Smith Street & 4th Place/5th Street	WB	TR	139.67	9999.0	F *	WB	TR	12.98	9999.0	F *	WB	TR	69.32	9999.0	F *	WB	TR	43.94	9999.0	F *
	NB	LT	0.21	5.1	A	NB	LT	0.04	1.2	A	NB	LT	0.09	2.3	A	NB	LT	0.09	2.4	A
Smith Street & Luquer Street	EB	L	4.71	9999.0	F *	EB	L	0.82	75.9	F *	EB	L	1.75	423.2	F *	EB	L	1.24	203.8	F *
Smith Street & Nelson Street &	NB	LT	0.14	3.2	A	NB	LT	0.05	1.4	A	NB	LT	0.07	1.8	A	NB	LT	0.07	1.7	A
	WB	TR	4.83	9999.0	F #	WB	TR	0.76	183.1	F #	WB	TR	1.79	639.8	F #	WB	TR	1.13	319.9	F #
Smith Street & Huntington Street	EB	LT	999.00	9999.0	F *	EB	LT	999.00	9999.0	F *	EB	LT	99.99	9999.0	F *	EB	LT	5.19	9999.0	F *
	WB	R	2.33	1753.8	F #	WB	R	1.17	747.5	F #	WB	R	1.31	861.4	F #	WB	R	0.45	418.0	F #
Hoyt Street & Douglass Street	WB	LT	0.34	22.7	C	WB	LT	0.14	16.4	C	WB	LT	0.26	21.3	C	WB	LT	0.23	21.1	C
	SB	LTR	0.04	1.0	A	SB	LTR	0.04	1.3	A	SB	LTR	0.03	0.9	A	SB	LTR	0.03	1.0	A
Hoyt Street & Sackett Street	WB	LT	0.97	118.0	F *	WB	LT	0.15	15.5	C	WB	LT	0.27	21.6	C	WB	LT	0.30	22.2	C
Hoyt Street & President Street	WB	L	0.64	56.5	F *	WB	L	0.10	15.9	C	WB	L	0.23	22.4	C	WB	L	0.20	19.9	C
Hoyt Street & Carroll Street &	EB	R	0.24	15.5	C	EB	R	0.12	12.6	B	EB	R	0.20	13.8	B	EB	R	0.24	14.9	B
Hoyt Street & 2nd Street	WB	LT	0.33	39.5	E #	WB	LT	0.26	25.9	D #	WB	LT	0.27	32.4	D #	WB	LT	0.17	24.1	C #
Hoyt Street & 3rd Street (All-Way Stop Controlled)	EB	TR	-	11.6	B	EB	TR	-	10.1	B	EB	TR	-	11.6	B	EB	TR	-	11.4	B
	WB	LT	-	38.8	E *	WB	LT	-	13.0	B	WB	LT	-	18.2	C	WB	LT	-	14.8	B
	SB	LTR	-	25.6	D	SB	LTR	-	14.1	B	SB	LTR	-	24.8	C	SB	LTR	-	19.7	C
Hoyt Street & 4th Street	EB	TR	2.74	832.8	F *	EB	TR	2.14	582.2	F *	EB	TR	1.93	463.3	F *	EB	TR	1.18	144.2	F *
	SB	LT	0.06	1.8	A	SB	LT	0.02	0.9	A	SB	LT	0.02	0.9	A	SB	LT	0.01	0.7	A
Bond Street & Butler Street	WB	R	1.31	201.4	F *	WB	R	0.70	39.0	E *	WB	R	1.01	98.4	F *	WB	R	0.94	80.4	F *
Bond Street & Degraw Street	EB	LT	0.49	39.7	E #	EB	LT	0.32	25.7	D #	EB	LT	0.41	32.4	D #	EB	LT	0.39	28.2	D #
	WB	R	0.11	18.0	C	WB	R	0.06	15.6	C	WB	R	0.12	18.0	C	WB	R	0.08	17.2	C
Bond Street & Carroll Street	EB	LT	1.42	345.9	F *	EB	LT	0.30	50.4	F *	EB	LT	0.95	138.0	F *	EB	LT	1.01	179.9	F *
	WB	R	0.10	33.0	D #	WB	R	0.03	22.9	C #	WB	R	0.08	27.0	D #	WB	R	0.04	30.1	D #
Bond Street & 1st Street	EB	LT	0.52	49.1	E #	EB	LT	0.17	26.4	D #	EB	LT	0.31	30.0	D #	EB	LT	0.35	37.8	E #
	WB	R	0.11	18.4	C	WB	R	0.06	16.3	C	WB	R	0.06	17.3	C	WB	R	0.14	19.8	C
Bond Street & 2nd Street	WB	TR	0.10	22.6	C	WB	TR	0.09	21.2	C	WB	TR	0.08	20.1	C	WB	TR	0.05	21.0	C
	NB	LTR	0.03	0.9	A	NB	LTR	0.04	1.2	A	NB	LTR	0.03	0.8	A	NB	LTR	0.02	0.6	A

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

* Denotes a significant adverse impact.

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

Table G-4
Parking Regulations Code Definitions

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

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

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

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

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

**TABLE G-5
RWCDs Parking Demand**

Site	No-Action						With-Action					
	Weekday Midday			Overnight			Weekday Midday			Overnight		
	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand	Total Demand	Accessory Parking Spaces	Net Off-Site Demand
1	48	53	0	59	53	6	72	50	22	81	50	31
2	56	60	0	68	60	8	73	57	16	91	57	34
3	4	10	0	9	10	0	19	0	19	19	0	19
4	0	0	0	0	0	0	9	0	9	11	0	11
5	0	0	0	0	0	0	25	0	25	24	0	24
6	0	0	0	0	0	0	2	0	2	10	0	10
7	65	0	65	0	0	0	96	0	96	38	0	38
8	5	0	5	0	0	0	0	0	0	3	0	3
9	2	0	2	0	0	0	2	0	2	10	0	10
10	6	0	6	0	0	0	2	0	2	8	0	8
11	5	0	5	0	0	0	0	0	0	3	0	3
12	33	0	33	0	0	0	91	63	28	102	63	39
13	0	0	0	0	0	0	40	0	40	47	0	47
14	0	31	0	0	31	0	22	0	22	22	0	22
15	0	0	0	0	0	0	114	87	27	140	87	53
16	6	0	6	0	0	0	35	0	35	0	0	0
17	27	29	0	32	29	3	35	0	35	44	0	44
18	0	0	0	0	0	0	113	83	30	133	83	50
19	0	0	0	0	0	0	108	76	32	122	76	46
20	15	0	15	0	0	0	106	63	43	102	63	39
21	25	52	0	0	52	0	47	0	47	50	0	50
22	60	30	30	0	30	0	125	74	51	120	74	46
23	0	0	0	0	0	0	8	0	8	0	0	0
24	0	0	0	0	0	0	49	42	7	67	42	25
25	19	63	0	0	63	0	97	0	97	59	0	59
26	0	0	0	0	0	0	28	0	28	0	0	0
27	0	0	0	0	0	0	105	63	42	95	63	32
28	0	0	0	0	0	0	198	130	68	208	130	78
29	43	0	43	0	0	0	233	140	93	224	140	84
30	123	553	0	0	553	0	67	56	11	90	56	34
31	23	31	0	0	31	0	45	0	45	57	0	57
32	0	0	0	0	0	0	10	0	10	14	0	14
33	0	0	0	0	0	0	1	0	1	2	0	2
34	6	0	6	0	0	0	1	0	1	6	0	6
35	6	0	6	0	0	0	11	0	11	0	0	0
36	0	0	0	0	0	0	58	0	58	79	0	79
37	42	33	9	0	33	0	148	94	54	151	94	57
38	0	0	0	0	0	0	56	45	11	73	45	28
39	84	102	0	109	102	7	132	96	36	145	96	49
40	0	0	0	0	0	0	120	74	46	118	74	44
41	135	221	0	0	221	0	357	213	144	342	213	129
42	0	0	0	0	0	0	111	0	111	0	0	0
43	55	105	0	0	105	0	70	0	70	0	0	0
44	0	0	0	0	0	0	84	51	33	82	51	31
45	0	0	0	0	0	0	1	0	1	8	0	8
46	48	306	0	0	306	0	164	0	164	0	0	0
47	0	0	0	0	0	0	410	0	410	428	0	428
48	45	282	0	0	282	0	333	232	101	373	232	141
49	0	0	0	0	0	0	59	51	8	81	51	30
50	37	146	0	0	146	0	28	0	28	0	0	0
51	1	0	1	4	0	4	17	0	17	21	0	21
52	0	0	0	0	0	0	48	41	7	65	41	24
53	0	0	0	0	0	0	2	0	2	8	0	8
54	0	0	0	0	0	0	2	0	2	7	0	7
55	0	0	0	0	0	0	2	0	2	7	0	7
56	0	0	0	0	0	0	24	0	24	36	0	36
57	14	0	14	0	0	0	44	0	44	0	0	0
58	6	21	0	12	21	0	22	0	22	19	0	19
59	20	0	20	0	0	0	29	0	29	0	0	0
60	0	28	0	0	28	0	20	13	7	25	13	12
61	0	0	0	0	0	0	21	0	21	30	0	30
62	0	0	0	0	0	0	11	0	11	15	0	15
63	0	0	0	0	0	0	58	46	12	74	46	28

Proposed Actions (Sites 1-62)

Sub-Area	No-Action						With-Action						With-Action Increment	
	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	Midday	Overnight
A	396	377	181	180	377	17	1,561	712	849	1,525	712	813	668	796
B	667	1,779	84	109	1,779	7	2,842	1,228	1,614	2,643	1,228	1,415	1530	1408
C	1	0	1	4	0	4	17	0	17	21	0	21	16	17
Total	1,064	2,156	266	293	2,156	28	4,420	1,940	2,480	4,189	1,940	2,249	2,214	2,221

Notes:

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

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

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

**TABLE G-6
WITH-ACTION WITH MITIGATION INTERSECTION LEVEL OF SERVICE ANALYSIS**

Signalized Intersections	AM Peak Hour with Mitigation					MD Peak Hour with Mitigation					PM Peak Hour with Mitigation					SAT Peak Hour with Mitigation				
	Lane		V/C	Delay	LOS	Lane		V/C	Delay	LOS	Lane		V/C	Delay	LOS	Lane		V/C	Delay	LOS
	Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)	
Court Street & Baltic Street	EB	R	0.29	16.9	B	EB	R	0.29	17.0	B	EB	R	0.30	16.9	B	EB	R	0.31	17.0	B
	SB	T	0.66	14.0	B	SB	T	0.52	11.7	B	SB	T	0.79	17.2	B	SB	T	0.60	12.8	B
Court Street & Union Street	EB	TR	0.68	26.9	C	EB	TR	0.79	32.9	C	EB	TR	0.84	36.8	D	EB	TR	0.89	43.2	D
	SB	T	0.64	13.7	B	SB	T	0.49	11.3	B	SB	T	0.72	15.4	B	SB	T	0.55	12.1	B
Court Street & 4th Place	WB	TR	1.40	214.1	F *	WB	TR	0.74	39.2	D	WB	TR	0.96	43.4	D	WB	TR	0.89	39.2	D
	SB	TR	0.80	17.9	B	SB	TR	0.51	11.5	B	SB	TR	0.78	18.9	B	SB	TR	0.62	13.1	B
Court Street & Hamilton Avenue WB	WB	T	0.72	15.0	B	WB	T	0.53	10.0	A	WB	T	0.67	21.0	C	WB	T	0.74	20.3	C
	SB	TR	0.88	55.9	E	SB	TR	0.81	53.5	D	SB	TR	0.88	44.5	D	SB	TR	0.63	36.0	D
Smith Street & Union Street	EB	TR	0.90	44.2	D	EB	TR	0.79	21.8	C	EB	TR	0.93	31.7	C	EB	TR	0.83	33.4	C
	NB	TR	1.20	126.1	F	NB	TR	1.01	60.0	E	NB	TR	1.20	126.9	F *	NB	TR	1.33	180.3	F *
Smith Street & 3rd Street	WB	R	2.24	598.5	F *	WB	R	1.04	95.1	F *	WB	R	1.57	305.0	F *	WB	R	1.43	243.7	F *
	NB	T	0.81	28.4	C	NB	T	0.82	36.0	D	NB	T	0.63	24.4	C	NB	T	0.79	31.2	C
	NB	R	0.79	33.3	C	NB	R	0.73	39.0	D	NB	R	0.84	44.8	D	NB	R	0.90	51.6	D
	NB	TR		29.6	C	NB	TR		36.9	D	NB	TR		30.9	C	NB	TR		37.0	D
Smith Street & 9th Street	WB	T	0.67	25.8	C	WB	T	0.62	29.4	C	WB	T	0.57	25.5	C	WB	T	0.77	30.4	C
	WB	R	0.98	68.5	E *	WB	R	0.27	23.1	C	WB	R	0.39	23.2	C	WB	R	0.54	25.9	C
	NB	LT	1.25	143.9	F *	NB	LT	0.92	40.2	D	NB	LT	0.90	37.5	D	NB	LT	0.96	43.9	D
	NB	R	0.66	26.2	C	NB	R	0.60	22.6	C	NB	R	0.75	29.6	C	NB	R	0.63	22.0	C
Smith Street & Hamilton Avenue WB	EB	L	0.75	89.1	F	EB	L	0.58	57.9	E	EB	L	0.86	87.3	F	EB	L	0.89	89.3	F
	WB	TR	1.06	65.8	E	WB	TR	0.94	44.1	D	WB	TR	0.85	33.6	C	WB	TR	1.00	51.3	D
	NB	L	0.04	38.3	D	NB	L	0.09	37.6	D	NB	L	0.05	37.0	D	NB	L	0.07	38.1	D
	NB	T	0.45	46.9	D	NB	T	0.34	42.1	D	NB	T	0.38	42.7	D	NB	T	0.32	42.1	D
Hoyt Street & Baltic Street	EB	TR	0.45	20.8	C	EB	TR	0.48	27.2	C	EB	TR	0.45	20.4	C	EB	TR	0.50	21.4	C
	WB	L	0.81	24.4	C	WB	L	0.48	16.3	B	WB	L	0.71	20.9	C	WB	L	0.63	23.8	C
	SB	LT	0.74	18.3	B	SB	LT	0.57	16.8	B	SB	LT	0.78	19.9	B	SB	LT	0.73	17.8	B
Hoyt Street & Union Street	EB	TR	1.82	399.8	F *	EB	TR	0.96	48.0	D	EB	TR	1.74	361.5	F *	EB	TR	1.27	153.6	F
	SB	LT	0.92	36.7	D	SB	LT	0.60	16.8	B	SB	LT	0.76	20.1	C	SB	LT	0.86	30.8	C
Bond St & Baltic Street	EB	TR	0.50	18.8	B	EB	TR	0.47	19.7	B	EB	TR	0.55	25.3	C	EB	TR	0.64	31.5	C
	NB	LTR	1.43	214.6	F *	NB	LTR	0.91	36.9	D	NB	LTR	1.25	138.8	F *	NB	LTR	0.99	42.3	D
Bond St & Union Street	EB	LT	1.00	25.7	C	EB	LT	0.85	18.0	B	EB	LT	1.30	145.7	F *	EB	LT	1.02	29.4	C
	NB	TR	1.04	46.8	D *	NB	TR	0.61	5.8	A	NB	TR	0.85	13.3	B	NB	TR	1.00	35.1	D
Bond St & 3rd Street	EB	LT	1.42	228.2	F *	EB	LT	0.59	14.4	B	EB	LT	0.85	28.6	C	EB	LT	0.90	37.5	D
	WB	TR	1.82	389.3	F *	WB	TR	0.94	39.1	D	WB	TR	1.08	77.4	E *	WB	TR	1.23	131.8	F *
	NB	LTR	1.19	129.5	F *	NB	LTR	0.79	33.8	C	NB	LTR	1.76	373.8	F *	NB	LTR	0.76	30.1	C

Signalized Intersections	AM Peak Hour with Mitigation					MD Peak Hour with Mitigation					PM Peak Hour with Mitigation					SAT Peak Hour with Mitigation				
	Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS	
	Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)	
Nevins Street & Union Street	EB	TR	0.50	19.4	B	EB	TR	0.49	21.9	C	EB	TR	0.72	25.1	C	EB	TR	0.80	21.3	C
	NB	R	0.27	17.8	B	NB	R	0.37	21.2	C	NB	R	0.27	15.3	B	NB	R	0.36	20.6	C
	SB	LT	0.60	24.3	C	SB	LT	0.66	27.2	C	SB	LT	0.92	44.8	D	SB	LT	0.61	24.7	C
2nd Avenue & 9th Street	EB	L	0.04	25.5	C	EB	L	0.03	26.2	C	EB	L	0.08	26.3	C	EB	L	0.08	25.0	C
	EB	TR	0.35	30.5	C	EB	TR	0.33	30.0	C	EB	TR	0.42	31.0	C	EB	TR	0.39	29.4	C
	WB	L	0.10	11.2	B	WB	L	0.11	11.4	B	WB	L	0.09	11.1	B	WB	L	0.05	10.7	B
	WB	TR	0.82	26.9	C	WB	TR	0.69	20.5	C	WB	TR	0.64	19.2	B	WB	TR	0.93	39.6	D
	NB	LTR	0.61	21.2	C	NB	LTR	0.28	13.3	B	NB	LTR	0.35	14.1	B	NB	LTR	0.48	16.5	B
	SB	LTR	0.33	14.2	B	SB	LTR	0.22	12.6	B	SB	LTR	0.42	15.2	B	SB	LTR	0.30	13.3	B
3rd Avenue & Baltic Street	EB	LTR	0.49	51.2	D	EB	LTR	0.42	39.3	D	EB	LTR	0.74	76.9	E	EB	LTR	0.67	72.4	E
	NB	TR	0.48	43.7	D	NB	TR	0.48	33.8	C	NB	TR	0.47	32.3	C	NB	TR	0.40	30.2	C
	SB	LT	0.52	46.7	D	SB	LT	0.66	42.7	D	SB	LT	0.64	41.5	D	SB	LT	0.61	39.2	D
3rd Avenue & Douglass Street	EB	LTR	0.26	50.2	D	EB	LTR	0.42	66.8	E	EB	LTR	0.70	94.4	F	EB	LTR	0.46	77.3	E
	NB	TR	0.56	40.8	D	NB	TR	0.43	14.0	B	NB	TR	0.51	20.9	C	NB	TR	0.52	23.8	C
	SB	LT	0.59	44.4	D	SB	LT	0.54	17.6	B	SB	LT	0.57	24.7	C	SB	LT	0.58	27.4	C
3rd Avenue & Union Street	EB	LTR	1.70	421.0	F *	EB	LTR	1.92	499.7	F	EB	LTR	2.30	694.0	F	EB	LTR	1.98	549.2	F
	WB	LR	1.60	353.5	F *	WB	LR	2.05	575.9	F *	WB	LR	2.39	703.7	F *	WB	LR	2.23	674.2	F *
	NB	TR	0.90	59.2	E *	NB	TR	0.87	45.6	D *	NB	TR	0.92	52.4	D *	NB	TR	0.91	54.3	D *
	SB	LT	0.48	31.0	C	SB	LT	0.63	29.2	C	SB	LT	0.72	34.4	C	SB	LT	0.66	32.9	C
3rd Avenue & Carroll Street	EB	LTR	2.22	660.2	F *	EB	LTR	1.60	357.9	F *	EB	LTR	2.51	785.4	F *	EB	LTR	1.95	530.5	F *
	NB	TR	0.86	11.6	B	NB	TR	0.79	25.7	C	NB	TR	0.99	35.5	D	NB	TR	0.94	21.5	C
	SB	LT	0.68	26.1	C	SB	LT	0.70	26.9	C	SB	LT	0.72	28.2	C	SB	LT	1.01	79.3	E
3rd Avenue & 1st Street/Driveway	EB	LTR	0.07	72.8	E	EB	LTR	0.06	48.7	D	EB	LTR	0.07	72.9	E	EB	LTR	0.05	65.1	E
	WB	LTR	1.02	167.9	F *	WB	LTR	0.49	62.9	E	WB	LTR	0.54	92.5	F *	WB	LTR	0.69	94.3	F *
	NB	LTR	0.89	26.9	C	NB	LTR	0.80	21.4	C	NB	LTR	0.90	15.6	B	NB	LTR	0.90	19.5	B
	SB	L	0.07	8.8	A	SB	L	0.08	10.9	B	SB	L	0.06	13.5	B	SB	L	0.12	14.5	B
	SB	TR	0.89	28.9	C	SB	TR	0.89	35.0	C	SB	TR	0.92	45.6	D *	SB	TR	0.95	35.3	D
3rd Avenue & 3rd Street	EB	L	1.60	404.3	F *	EB	L	1.06	138.2	F *	EB	L	1.28	228.0	F *	EB	L	1.10	166.4	F *
	EB	TR	1.84	441.8	F *	EB	TR	1.53	293.4	F *	EB	TR	3.09	996.8	F *	EB	TR	1.83	432.0	F *
	WB	LTR	4.56	1650.6	F *	WB	LTR	1.63	340.1	F *	WB	LTR	3.70	1270.3	F *	WB	LTR	2.83	855.9	F *
	NB	L	2.05	530.3	F *	NB	L	1.15	137.9	F *	NB	L	1.36	231.2	F *	NB	L	2.32	650.2	F *
	NB	TR	0.78	22.0	C	NB	TR	0.73	21.4	C	NB	TR	0.82	30.5	C	NB	TR	0.98	51.4	D
	SB	L	1.12	150.1	F *	SB	L	0.84	67.9	E *	SB	L	1.21	183.0	F *	SB	L	0.82	68.5	E *
	SB	TR	1.46	250.9	F *	SB	TR	1.56	272.4	F *	SB	TR	1.58	288.1	F *	SB	TR	1.48	246.7	F *
3rd Avenue & 9th Street	EB	L	0.93	119.7	F *	EB	L	0.43	44.1	D	EB	L	0.43	50.0	D	EB	L	0.47	49.7	D
	EB	TR	0.50	45.1	D	EB	TR	0.37	37.1	D	EB	TR	0.53	45.7	D	EB	TR	0.43	38.5	D
	WB	L	0.28	41.8	D	WB	L	0.26	36.4	D	WB	L	0.34	43.7	D	WB	L	0.45	42.6	D
	WB	TR	1.04	107.6	F *	WB	TR	0.85	63.0	E	WB	TR	0.96	88.6	F *	WB	TR	1.04	101.4	F *
	NB	L	0.56	30.1	C	NB	L	0.60	47.3	D *	NB	L	0.87	121.5	F *	NB	L	1.05	163.9	F *
	NB	TR	0.60	19.0	B	NB	TR	0.94	51.0	D	NB	TR	0.98	54.7	D *	NB	TR	0.56	21.4	C
	SB	L	0.31	18.5	B	SB	L	0.36	22.1	C	SB	L	0.43	21.7	C	SB	L	0.22	18.2	B
	SB	TR	1.03	67.1	E *	SB	TR	1.15	114.7	F *	SB	TR	1.35	195.1	F *	SB	TR	1.19	128.8	F *

Signalized Intersections	AM Peak Hour with Mitigation					MD Peak Hour with Mitigation					PM Peak Hour with Mitigation					SAT Peak Hour with Mitigation				
	Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS		Lane	V/C	Delay	LOS	
	Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)		Approach	Group	Ratio	(sec/veh)	
3rd Avenue & Prospect Avenue	WB	L	0.85	61.4	E	WB	L	0.72	50.1	D	WB	L	1.00	87.3	F	WB	L	0.80	58.8	E
	WB	LT	1.12	136.5	F	WB	LT	0.50	46.1	D	WB	LT	0.64	56.7	E	WB	LT	0.81	67.7	E
	WB	R	0.33	46.7	D	WB	R	0.18	39.5	D	WB	R	0.23	46.0	D	WB	R	0.27	46.5	D
	NB	LT	0.99	40.0	D	NB	LT	0.94	51.2	D	NB	LT	0.86	59.5	E	NB	LT	1.10	83.6	F
	NB	T	0.69	10.3	B	NB	T	0.48	14.8	B	NB	T	0.53	14.9	B	NB	T	0.47	3.3	A
	SB (3rd Ave)	T	0.59	52.3	D	SB (3rd Ave)	T	0.52	41.9	D	SB (3rd Ave)	T	0.76	50.3	D	SB (3rd Ave)	T	0.30	36.0	D
	SB (On-Ramp)	TR	1.22	167.8	F *	SB (On-Ramp)	TR	0.93	67.4	E	SB (On-Ramp)	TR	1.18	142.8	F *	SB (On-Ramp)	TR	0.91	64.0	E *
3rd Avenue & 17th Street	EB	LTR	0.84	64.3	E	EB	LTR	0.91	69.3	E	EB	LTR	0.88	64.1	E	EB	LTR	0.79	62.0	E
	NB	TR	0.64	20.5	C	NB	TR	0.43	15.9	B	NB	TR	0.56	23.9	C	NB	TR	0.56	15.8	B
	SB	L	0.63	50.6	D	SB	L	0.62	53.2	D	SB	L	0.44	93.7	F	SB	L	0.64	64.3	E
	SB	T	0.11	22.9	C	SB	T	0.12	22.3	C	SB	T	0.19	1.2	A	SB	T	0.18	4.6	A
4th Avenue & St. Marks Place	EB	LTR	0.15	15.2	B	EB	LTR	0.32	25.0	C	EB	LTR	0.65	37.3	D	EB	LTR	0.42	26.9	C
	NB	TR	0.96	52.4	D	NB	TR	0.57	22.4	C	NB	TR	0.67	21.7	C	NB	TR	0.67	24.5	C
	SB	L	0.41	45.2	D	SB	L	0.13	17.9	B	SB	L	0.16	16.5	B	SB	L	0.33	25.1	C
	SB	T	0.71	35.2	D	SB	T	0.51	21.7	C	SB	T	0.78	26.0	C	SB	T	0.47	20.7	C
4th Avenue & Union Street	EB	LTR	1.45	243.5	F *	EB	LTR	0.82	39.0	D	EB	LTR	1.59	312.3	F *	EB	LTR	1.02	39.7	D
	WB	LTR	1.86	441.5	F *	WB	LTR	0.68	29.9	C	WB	LTR	1.38	233.8	F	WB	LTR	0.73	32.4	C
	NB	TR	0.61	15.0	B	NB	TR	0.63	30.4	C	NB	TR	0.62	17.2	B	NB	TR	0.85	38.2	D
	SB	L	0.42	22.1	C	SB	L	0.29	29.6	C	SB	L	0.53	29.5	C	SB	L	0.87	108.7	F *
	SB	TR	0.60	15.4	B	SB	TR	0.74	35.0	C	SB	TR	0.90	30.1	C	SB	TR	0.93	48.8	D
4th Avenue & Carroll Street	EB	LTR	0.63	38.1	D	EB	LTR	0.21	20.4	C	EB	LTR	0.87	49.8	D	EB	LTR	0.42	17.3	B
	NB	TR	0.94	34.2	C	NB	TR	0.91	47.8	D	NB	TR	0.79	21.9	C	NB	TR	1.23	146.4	F
	SB	L	0.31	19.2	B	SB	L	0.37	36.3	D	SB	L	0.26	15.2	B	SB	L	0.96	151.1	F *
	SB	T	0.68	18.1	B	SB	T	0.75	35.9	D	SB	T	0.87	25.9	C	SB	T	0.93	48.5	D
4th Avenue & 3rd Street	EB	LTR	1.09	88.7	F *	EB	LTR	0.80	50.3	D	EB	LTR	1.35	206.9	F *	EB	LTR	0.76	27.2	C
	NB	L	1.46	262.7	F *	NB	L	0.92	65.0	E	NB	L	0.91	89.6	F *	NB	L	1.08	116.9	F
	NB	TR	1.08	72.1	E *	NB	TR	0.82	27.9	C	NB	TR	0.59	11.0	B	NB	TR	0.97	44.6	D
	SB	TR	0.98	46.0	D *	SB	TR	0.94	47.4	D	SB	TR	1.12	87.5	F *	SB	TR	1.00	56.9	E
4th Avenue & 9th Street	EB	LT	0.96	88.7	F *	EB	LT	0.55	34.8	C	EB	LT	1.04	102.8	F *	EB	LT	0.52	33.8	C
	EB	R	0.10	31.6	C	EB	R	0.17	25.9	C	EB	R	0.20	31.9	C	EB	R	0.10	25.5	C
	WB	L	0.53	47.3	D	WB	L	0.40	32.0	C	WB	L	0.66	56.5	E	WB	L	0.32	30.5	C
	WB	T	0.72	49.1	D	WB	T	0.60	35.8	D	WB	T	0.70	46.9	D	WB	T	0.68	39.3	D
	WB	R	0.42	39.4	D	WB	R	0.13	25.3	C	WB	R	0.19	31.8	C	WB	R	0.05	24.8	C
	NB	L	0.41	36.7	D	NB	L	0.33	41.2	D	NB	L	0.45	60.0	E	NB	L	0.38	47.9	D
	NB	TR	1.15	100.8	F	NB	TR	0.87	36.3	D	NB	TR	0.79	25.7	C	NB	TR	0.99	52.7	D
	SB	TR	0.88	37.8	D	SB	TR	0.97	57.3	E	SB	TR	1.20	129.9	F *	SB	TR	1.07	83.9	F
4th Avenue & Prospect Avenue	WB	LTR	1.06	88.3	F	WB	LTR	0.87	53.2	D	WB	LTR	1.05	87.1	F	WB	LTR	0.95	62.1	E
	NB	L	0.71	15.5	B	NB	L	0.50	9.2	A	NB	L	0.63	16.6	B	NB	L	0.50	10.2	B
	NB	T	0.75	1.6	A	NB	T	0.45	1.1	A	NB	T	0.60	1.2	A	NB	T	0.51	1.5	A
	SB	T	0.83	41.0	D	SB	T	0.71	30.2	C	SB	T	0.96	47.3	D	SB	T	0.66	28.5	C
	SB	R	0.54	33.9	C	SB	R	0.33	22.9	C	SB	R	0.54	26.2	C	SB	R	0.28	22.0	C

Signalized Intersections	AM Peak Hour with Mitigation					MD Peak Hour with Mitigation					PM Peak Hour with Mitigation					SAT Peak Hour with Mitigation				
	Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay			Lane	V/C	Delay		
	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS	Approach	Group	Ratio	(sec/veh)	LOS
4th Avenue & 17th Street	EB	LTR	0.76	50.8	D *	EB	LTR	1.13	118.5	F *	EB	LTR	0.98	68.2	E *	EB	LTR	1.11	108.3	F *
	NB	T	0.97	42.5	D	NB	T	1.08	92.3	F	NB	T	1.08	85.3	F *	NB	T	1.00	63.9	E
	NB	R	0.18	14.0	B	NB	R	0.39	28.8	C	NB	R	0.35	24.6	C	NB	R	0.49	31.9	C
	SB	L	1.13	115.9	F *	SB	L	0.89	49.1	D	SB	L	1.01	63.9	E *	SB	L	1.03	83.6	F *
	SB	T	0.41	1.8	A	SB	T	0.48	3.8	A	SB	T	0.68	6.6	A	SB	T	0.49	4.5	A
5th Avenue & Union Street	EB	LTR	0.80	34.7	C	EB	LTR	0.64	25.2	C	EB	LTR	0.90	43.4	D	EB	LTR	0.87	41.3	D
	WB	LTR	1.07	85.9	F *	WB	LTR	0.71	28.8	C	WB	LTR	0.71	28.6	C	WB	LTR	0.76	32.0	C
	NB	LTR	0.87	41.7	D	NB	LTR	0.66	26.2	C	NB	LTR	0.98	58.7	E *	NB	LTR	0.92	47.1	D
	SB	LTR	0.67	26.7	C	SB	LTR	0.71	28.9	C	SB	LTR	0.74	30.5	C	SB	LTR	0.73	28.8	C
5th Avenue & 3rd Street	EB	LTR	0.74	43.1	D	EB	LTR	0.58	33.9	C	EB	LTR	0.60	34.4	C	EB	LTR	0.95	73.2	E
	NB	TR	0.79	28.3	C	NB	TR	0.62	20.2	C	NB	TR	0.95	45.1	D	NB	TR	0.91	40.3	D
	SB	LT	0.54	18.4	B	SB	LT	0.50	17.5	B	SB	LT	0.68	23.1	C	SB	LT	0.55	18.5	B
5th Avenue & 9th Street	EB	L	0.22	17.9	B	EB	L	0.23	17.7	B	EB	L	0.21	17.4	B	EB	L	0.33	20.5	C
	EB	TR	0.45	20.2	C	EB	TR	0.38	18.9	B	EB	TR	0.49	21.0	C	EB	TR	0.51	21.4	C
	WB	L	0.16	16.1	B	WB	L	0.18	16.3	B	WB	L	0.23	17.5	B	WB	L	0.19	16.9	B
	WB	TR	0.79	33.8	C	WB	TR	0.69	28.2	C	WB	TR	0.62	24.7	C	WB	TR	0.74	29.6	C
	NB	L	0.29	19.2	B	NB	L	0.27	18.9	B	NB	L	0.31	20.1	C	NB	L	0.31	20.1	C
	NB	TR	0.68	26.8	C	NB	TR	0.67	26.3	C	NB	TR	0.78	31.9	C	NB	TR	0.81	34.1	C
	SB	L	0.14	16.1	B	SB	L	0.22	17.6	B	SB	L	0.22	18.3	B	SB	L	0.27	19.3	B
	SB	TR	0.66	26.3	C	SB	TR	0.66	26.3	C	SB	TR	0.65	25.8	C	SB	TR	0.75	30.8	C
Atlantic Avenue & Bond St	EB	T	0.77	28.8	C	EB	T	0.80	26.1	C	EB	T	0.88	31.7	C	EB	T	0.75	24.4	C
	WB	TR	1.09	65.2	E	WB	TR	1.00	25.7	C	WB	TR	1.05	51.5	D	WB	TR	0.90	21.9	C
	NB	LTR	1.53	287.9	F *	NB	LTR	1.27	171.8	F	NB	LTR	1.65	345.9	F *	NB	LTR	1.42	243.5	F *
Atlantic Avenue & Nevins St	EB	TR	0.89	16.4	B	EB	TR	0.95	35.2	D	EB	TR	1.09	57.5	E *	EB	TR	1.08	55.9	E
	WB	LT	1.51	248.7	F *	WB	LT	1.38	199.1	F *	WB	LT	1.54	272.5	F *	WB	LT	1.50	252.9	F *
	SB	L	0.28	34.4	C	SB	L	0.42	33.6	C	SB	L	0.44	41.5	D	SB	L	0.38	39.7	D
	SB	TR	1.09	116.7	F *	SB	TR	1.34	210.9	F	SB	TR	1.72	380.7	F *	SB	TR	1.36	223.2	F *
Atlantic Avenue & 3rd Avenue	EB	TR	0.92	62.8	E	EB	TR	0.82	30.7	C	EB	TR	1.02	32.9	C	EB	TR	0.97	24.0	C
	WB	T	1.32	162.3	F *	WB	T	0.86	19.2	B	WB	T	1.00	39.5	D	WB	T	1.03	35.2	D
	WB	R	0.64	16.0	B	WB	R	0.36	14.1	B	WB	R	0.52	26.1	C	WB	R	0.51	16.1	B
	NB	LTR	0.90	53.6	D *	NB	LTR	0.88	55.1	E	NB	LTR	0.95	63.5	E *	NB	LTR	1.00	76.2	E
Atlantic Avenue & 4th Avenue	EB	T	0.81	28.5	C	EB	T	0.90	31.4	C	EB	T	1.12	81.6	F *	EB	T	0.97	37.8	D
	EB	R	0.29	30.2	C	EB	R	0.39	29.1	C	EB	R	0.56	26.2	C	EB	R	0.45	30.5	C
	WB	T	1.10	58.1	E *	WB	T	0.98	29.2	C	WB	T	1.10	69.9	E *	WB	T	1.13	79.4	E
	NB	L	1.07	120.7	F	NB	L	0.69	54.1	D	NB	L	1.03	106.7	F	NB	L	0.95	83.8	F
	NB	LR	1.19	172.6	F *	NB	LR	0.71	60.6	E	NB	LR	1.17	166.6	F *	NB	LR	0.94	99.2	F
	NB	R	0.73	62.1	E	NB	R	0.62	52.1	D	NB	R	0.71	58.4	E	NB	R	0.49	46.0	D
	SB	LT	1.26	180.4	F *	SB	LT	1.12	118.0	F	SB	LT	1.43	245.3	F *	SB	LT	1.11	116.8	F *
	SB	R	0.45	46.4	D	SB	R	0.23	35.2	D	SB	R	0.34	35.6	D	SB	R	0.24	37.3	D

Signalized Intersections	AM Peak Hour with Mitigation					MD Peak Hour with Mitigation					PM Peak Hour with Mitigation					SAT Peak Hour with Mitigation				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Atlantic Avenue & Flatbush Avenue	EB	T	0.96	37.3	D	EB	T	0.89	22.0	C	EB	T	1.06	46.9	D	EB	T	1.00	35.3	D
	EB	R	0.52	31.0	C	EB	R	0.72	31.7	C	EB	R	0.79	26.6	C	EB	R	0.46	26.0	C
	WB	T	0.99	54.4	D	WB	T	0.78	32.9	C	WB	T	0.82	34.2	C	WB	T	0.88	38.5	D
	WB	R	1.08	112.8	F	WB	R	1.22	163.3	F	WB	R	1.24	167.4	F	WB	R	1.34	211.0	F
	NB	T	0.76	30.3	C	NB	T	0.59	25.1	C	NB	T	0.67	27.5	C	NB	T	0.71	27.9	C
	SB	T	0.69	29.4	C	SB	T	0.74	30.0	C	SB	T	0.86	36.9	D	SB	T	0.77	31.3	C

* Denotes a unmitigated significant adverse impact.

Unsignalized Intersections	AM Peak Hour with Mitigation					MD Peak Hour with Mitigation					PM Peak Hour with Mitigation					SAT Peak Hour with Mitigation				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Court Street & Luquer Street	EB	TR	1.13	231.8	F *	EB	TR	0.30	27.5	D	EB	TR	0.74	100.7	F *	EB	TR	0.82	88.8	F *
	SB	LT	0.23	5.5	A	SB	LT	0.08	3.4	A	SB	LT	0.13	3.7	A	SB	LT	0.12	3.8	A
Smith Street & 4th Place/5th Street	WB	T	0.70	29.5	C	WB	T	0.53	23.4	C	WB	T	0.75	32.5	C	WB	T	0.53	23.2	C
	WB	R	0.53	26.2	C	WB	R	0.60	32.4	C	WB	R	0.72	35.0	C	WB	R	0.28	19.3	B
	WB	TR	-	28.4	C	WB	TR	-	26.5	C	WB	TR	-	33.5	C	WB	TR	-	22.1	C
	NB	L	0.44	7.2	A	NB	L	0.09	5.8	A	NB	L	0.18	6.4	A	NB	L	0.19	6.5	A
	NB	T	1.16	83.4	F	NB	T	0.79	10.9	B	NB	T	0.96	22.7	C	NB	T	1.01	26.7	C
	NB	LT	-	68.1	E *	NB	LT	-	10.5	B	NB	LT	-	20.6	C	NB	LT	-	24.2	C
Smith Street & Luquer Street	EB	LT	1.01	70.2	E	EB	LT	0.42	20.9	C	EB	LT	0.62	26.8	C	EB	LT	0.55	24.6	C
	NB	TR	1.15	96.9	F *	NB	TR	0.88	33.4	C	NB	TR	0.96	44.1	D	NB	TR	1.08	73.7	E *
Smith Street & Nelson Street &	NB	LT	0.14	3.2	A	NB	LT	0.05	1.4	A	NB	LT	0.07	1.8	A	NB	LT	0.07	1.7	A
	WB	TR	4.83	600.0+	F	WB	TR	0.76	179.6	F	WB	TR	1.79	600.0+	F	WB	TR	1.14	324.0	F
Smith Street & Huntington Street	EB	LT	10.0+	600.0+	F *	EB	LT	10.0+	600.0+	F *	EB	LT	10.0+	600.0+	F *	EB	LT	5.19	600.0+	F *
	WB	R	2.33	600.0+	F	WB	R	1.15	600.0+	F	WB	R	1.31	600.0+	F	WB	R	0.45	417.8	F
Hoyt Street & Douglass Street	WB	LT	0.34	22.7	C	WB	LT	0.14	16.4	C	WB	LT	0.26	21.3	C	WB	LT	0.23	21.1	C
	SB	LTR	0.04	1.0	A	SB	LTR	0.04	1.3	A	SB	LTR	0.03	0.9	A	SB	LTR	0.03	1.0	A
Hoyt Street & Sackett Street	WB	LT	0.97	118.0	F *	WB	LT	0.15	15.5	C	WB	LT	0.27	21.6	C	WB	LT	0.30	22.2	C
Hoyt Street & President Street	WB	L	0.56	17.3	C	WB	L	0.12	6.5	A	WB	L	0.27	9.6	A	WB	L	0.25	8.7	A
	SB	T	0.87	11.1	B	SB	T	0.56	7.5	A	SB	T	0.78	8.9	A	SB	T	0.67	7.8	A
Hoyt Street & Carroll Street &	EB	R	0.24	15.5	C	EB	R	0.12	12.6	B	EB	R	0.20	13.8	B	EB	R	0.24	14.9	B
Hoyt Street & 2nd Street	WB	LT	0.33	39.5	E	WB	LT	0.26	25.9	D	WB	LT	0.27	32.4	D	WB	LT	0.17	24.1	C
Hoyt Street & 3rd Street (All-Way Stop Controlled)	EB	TR	-	11.6	B	EB	TR	-	10.1	B	EB	TR	-	11.6	B	EB	TR	-	11.4	B
	WB	LT	-	38.8	E *	WB	LT	-	13.0	B	WB	LT	-	18.2	C	WB	LT	-	14.8	B
	SB	LTR	-	25.6	D	SB	LTR	-	14.1	B	SB	LTR	-	24.8	C	SB	LTR	-	19.7	C
Hoyt Street & 4th Street	EB	TR	2.74	600.0+	F *	EB	TR	2.14	582.2	F *	EB	TR	1.93	463.3	F *	EB	TR	1.18	144.2	F *
	SB	LT	0.06	1.8	A	SB	LT	0.02	0.9	A	SB	LT	0.02	0.9	A	SB	LT	0.01	0.7	A
Bond Street & Butler Street	WB	R	1.31	201.4	F *	WB	R	0.70	39.0	E *	WB	R	1.01	98.4	F *	WB	R	0.93	78.2	F *
Bond Street & Degraw Street	EB	LT	0.49	39.7	E	EB	LT	0.32	25.7	D	EB	LT	0.41	32.4	D	EB	LT	0.39	28.2	D
	WB	R	0.11	18.0	C	WB	R	0.06	15.6	C	WB	R	0.12	18.0	C	WB	R	0.08	17.2	C
Bond Street & Carroll Street	EB	LT	0.35	11.3	B	EB	LT	0.11	8.8	A	EB	LT	0.30	10.2	B	EB	LT	0.26	10.4	B
	WB	R	0.07	15.6	C	WB	R	0.02	15.0	B	WB	R	0.06	15.5	C	WB	R	0.03	15.1	C
	NB	TR	0.99	23.3	C	NB	TR	0.72	15.0	B	NB	TR	0.93	13.0	B	NB	TR	0.91	23.5	C

Unsignalized Intersections	AM Peak Hour with Mitigation					MD Peak Hour with Mitigation					PM Peak Hour with Mitigation					SAT Peak Hour with Mitigation				
	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS	Approach	Lane Group	V/C Ratio	Delay (sec/veh)	LOS
Bond Street & 1st Street	EB	LT	0.52	49.1	E	EB	LT	0.17	26.4	D	EB	LT	0.31	30.0	D	EB	LT	0.35	37.8	E
	WB	R	0.11	18.4	C	WB	R	0.06	16.3	C	WB	R	0.06	17.3	C	WB	R	0.14	19.8	C
Bond Street & 2nd Street	WB	TR	0.10	22.6	C	WB	TR	0.09	21.2	C	WB	TR	0.08	20.1	C	WB	TR	0.05	21.0	C
	NB	LTR	0.03	0.9	A	NB	LTR	0.04	1.2	A	NB	LTR	0.03	0.8	A	NB	LTR	0.02	0.6	A
Bond Street & 4th Street	EB	LR	0.27	8.1	A	EB	LR	0.19	7.9	A	EB	LR	0.34	8.4	A	EB	LR	0.20	7.8	A
	NB	T	0.05	35.5	E	NB	T	0.08	59.7	F	NB	T	0.09	64.6	F	NB	T	0.04	27.8	D
Nevins Street & Butler Street (All-Way Stop Controlled)	WB	LT	-	13.2	B	WB	LT	-	10.6	B	WB	LT	-	12.7	B	WB	LT	-	11.0	B
	SB	TR	-	12.2	B	SB	TR	-	11.7	B	SB	TR	-	21.7	C	SB	TR	-	13.5	B
Nevins Street & Degraw Street	EB	R	0.01	11.6	B	EB	R	0.02	17.8	C	EB	R	0.02	14.9	B	EB	R	0.02	15.0	B
	WB	LT	0.21	16.5	C	WB	LT	0.40	46.7	E *	WB	LT	0.62	49.2	E *	WB	LT	0.54	46.2	E *
Nevins Street & Carroll Street	EB	LT	0.01	0.8	A	EB	LT	0.01	0.9	A	EB	LT	0.01	0.7	A	EB	LT	0.01	0.7	A
	SB	LR	0.52	20.0	C	SB	LR	0.51	19.7	C	SB	LR	0.78	36.5	E *	SB	LR	1.10	113.8	F *
Luquer Street & Hoyt Street Extention	EB	R	0.02	9.2	A	EB	R	0.02	9.4	A	EB	R	0.03	9.4	A	EB	R	0.02	9.1	A

* Denotes a unmitigated significant adverse impact.