Gowanus Neighborhood Rezoning and Related Actions
Draft Scope of Work
for an Environmental Impact Statement
CEQR No. 19DCP157K
ULURP Nos. Pending
March 22, 2019

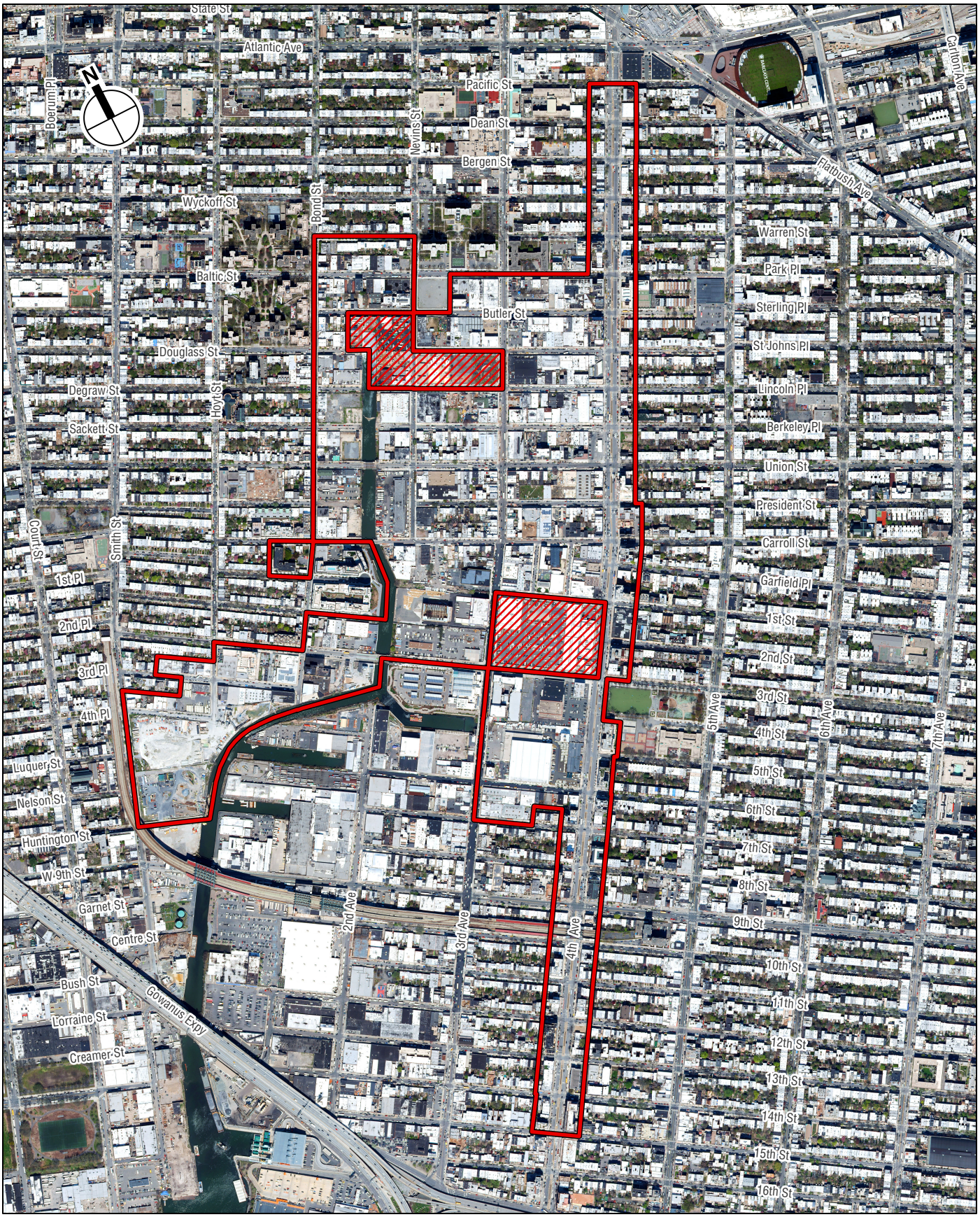
A. INTRODUCTION

This Draft Scope of Work (Draft Scope) outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the Gowanus Neighborhood Rezoning and Related Actions proposal. The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD) and the Department of Parks and Recreation (NYC Parks), is proposing a series of land use actions—including zoning map amendments, zoning text amendments, City map amendments, and disposition of City-owned property, (collectively, the "Proposed Actions") to implement land use and zoning recommendations in the Gowanus Neighborhood Plan (the "Neighborhood Plan" or "Plan"). The area subject to the Proposed Actions is generally bounded by Bond, Hoyt, and Smith Streets to the west, 3rd and 4th 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 **Figures 1 and 2**). The Proposed Actions would affect an approximately 80-block area of the Gowanus neighborhood of Brooklyn, Community Districts 2 and 6.

The Proposed Actions are intended to facilitate development patterns that meet the long-term vision of a thriving, inclusive, and more resilient Gowanus where existing and future residents and workers can participate in civic, cultural, and economic activities and where a wholly unique resource—the Gowanus Canal—can thrive and play an active role in that equitable and sustainable growth. Overall, the Proposed Actions are expected to result in a net increase of approximately 8,200 dwelling units (DUs) (a With Action scenario of approximately 9,000 DUs); 696,000 square feet (sf) of commercial space; 251,000 sf square feet of community facility space; and 6.4 acres of new open space, including over an acre of newly mapped parkland. The Proposed Actions would result in net decreases of 104,000 sf of warehouse space; 125,000 sf of self-storage space; and 60,000 sf of other industrial space. On privately-owned sites the Proposed Actions could result in a net increase of approximately 7,200 dwelling units (DUs) (a With Action scenario of 8,000 DUs), including approximately 2,000 permanently affordable homes for lower-income New Yorkers per MIH.[1] On City-owned sites, the Proposed Actions would result in approximately 1,000 affordable DUs, designated to serve a wide range of incomes (see Section G, "Analysis

[1] A minimum percentage of housing created would be permanently affordable under the Mandatory Inclusionary Housing (MIH) Program. The number of affordable units would be determined by a number of factors, including the MIH option ultimately selected for the Proposed Actions. The number of affordable units shown here is approximate and based on a percentage of floor area under the RWCDS, which is assumed to be MIH Option 1 (25 percent of residential floor area).

3.5.19



Data source: NYC Department of City Planning

Project Area

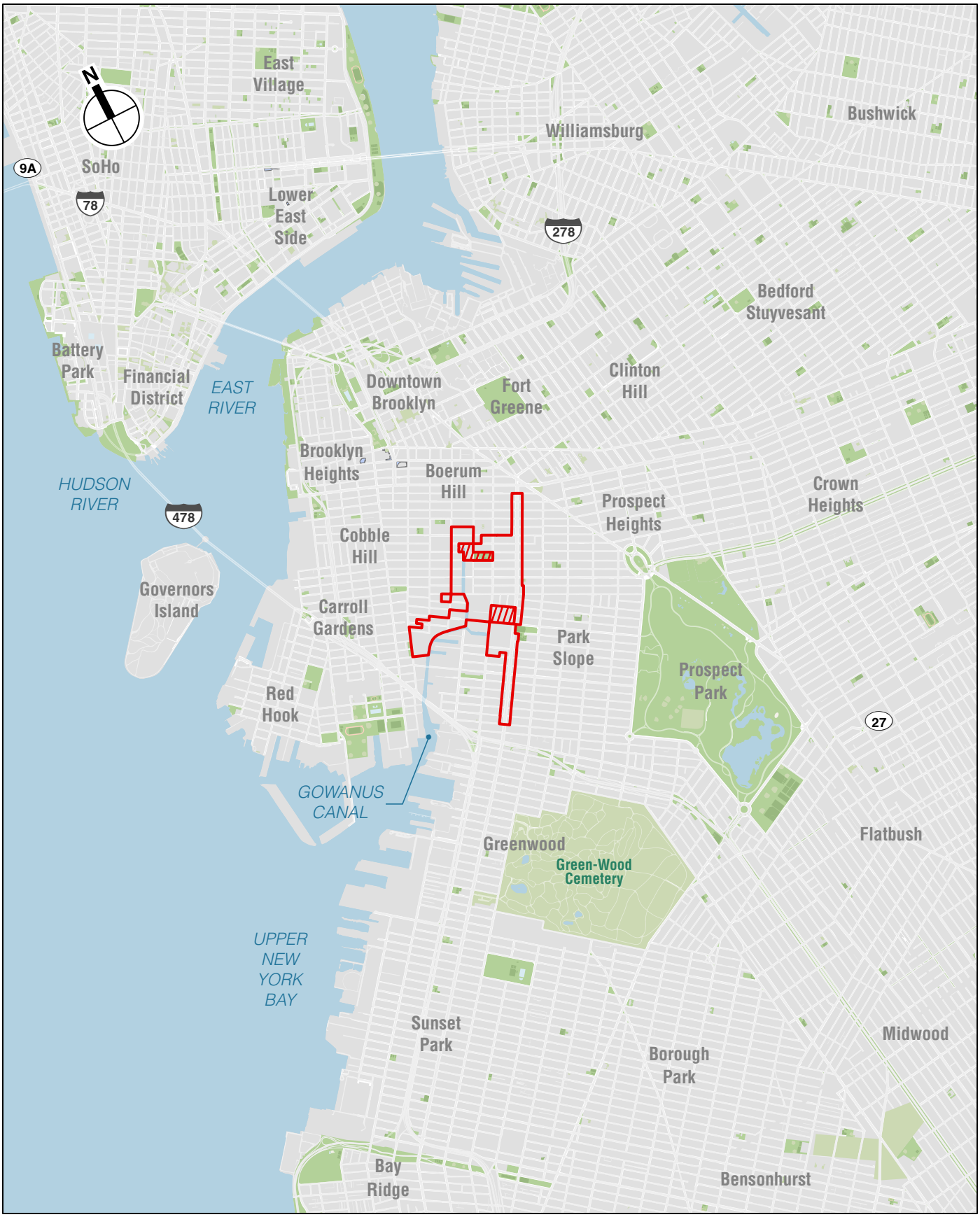
Areas Not Directly Affected by Proposed Actions

0 1,000 FEET

Aerial

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 1



Project Location

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2

Framework," for discussion of the Reasonable Worst-Case Development Scenario [RWCDS]). This Draft Scope provides a description of the Proposed Actions, the projected and potential development that is reasonably expected to result from those actions, and the technical areas and approaches to be used for analysis in preparing the EIS.

Over the past two years, thousands of stakeholders, residents, workers, business owners, and elected officials have participated in over 100 hours of meetings and workshops, including large public events and 26 working group meetings covering five broad topics (Arts and Culture; Housing, Industry, and Economic Development; Public Realm; Sustainability; and Resiliency). Coupled with DCP's first online public engagement platform (*PlanGowanus.com*), members of a broad cross-section of the community articulated challenges and needs that Gowanus faces today and in the future. The Proposed Actions evolved from the *Gowanus Neighborhood Planning Study* (the "Study"). In October 2016, DCP, together with other City agencies, launched a study of the neighborhood surrounding the Gowanus Canal. The Study builds upon several previous reports and planning efforts, including *Bridging Gowanus*, which was led by New York City Council Members (CM) Brad Lander and Stephen Levin from 2013 to 2015.

The Study is a collaboration between the City of New York and local elected officials and community members that takes a broad, comprehensive look at ways to support existing and future resiliency and sustainability efforts; encourage and expand neighborhood services and amenities; improve streetscapes, pedestrian safety, and access along the Canal; explore ways to support and develop space for job-generating uses—including industrial, arts, and cultural uses; promote opportunities for new housing with required permanently affordable housing and protect residential tenants against harassment and displacement; and coordinate necessary infrastructure improvements throughout the area to support the continued cleanup of the Gowanus Canal and to accommodate existing and future needs.

Based on an iterative process of engagement and feedback, DCP in cooperation with other City agencies developed *Gowanus: A Framework for a Sustainable, Inclusive, Mixed-use Neighborhood* (the "Framework"), a comprehensive framework of goals and strategies, including recommended land use changes that would be developed into a comprehensive rezoning proposal and implemented as part of an overall Gowanus Neighborhood Plan. The Framework was released in June 2018.

Through refinement and community input on the Framework, a draft zoning proposal was developed and shared at a public event in February 2019. In the months following the release of the draft zoning proposal, DCP presented the rezoning proposal. DCP will continue to work with local elected officials and community stakeholders in refining the proposal based on the ongoing community process and advancing aspects of the Framework toward a Neighborhood Plan. A Neighborhood Plan is designed to implement a shared vision by aligning community and government resources and effectuating zoning and land use changes through the City's Uniform Land Use Review Procedure (ULURP) process where the community and stakeholders will continue to have many opportunities to provide comments and input and shape a final Neighborhood Plan.

The Proposed Actions are the culmination of many years of planning work in and around Gowanus by local community members, elected officials and City agencies, and reflect DCP's ongoing engagement process with community boards, residents, business owners, community-based-organizations, elected officials, and other stakeholders, to achieve the following land use objectives:

- Support existing clusters of economic activity and promote development of new job-generating uses through increased industrial and commercial density and updated parking and loading regulations in key areas;
- Provide opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households, while bringing existing residences into conformance with zoning;
- Facilitate the creation of new waterfront open space and neighborhood parks along the Canal through the establishment of a Waterfront Access Plan (WAP) and changes to the city map;
- Facilitate several shared neighborhood-wide goals, including promoting a walkable, vibrant, mixed-use neighborhood; brownfield remediation and activation of key areas through allowing higher densities; and a broader range of uses and incentivizing or requiring non-residential uses in select areas;
- Create special rules to establish limits for height, bulk envelope, and density that consider neighborhood context as well as other shared goals, including encouraging variation and diversity of future programing, open spaces, site planning, and design along the canal; and
- Support a successful Neighborhood Plan by institutionalizing a comprehensive planning framework that is inclusive of relevant capital infrastructure needs and services to support current demand and future growth.

An overview of the Project Area, the purpose and need for the Proposed Actions, and the key components of the Proposed Actions are described below in Sections C through F.

The New York City Planning Commission (CPC) has determined that an EIS for the Proposed Actions should be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with DCP acting on behalf of CPC as the lead agency. The purpose of the EIS is to disclose and discuss potential significant adverse environmental impacts of a project to inform decision-makers. The environmental analyses in the EIS will assume a development period of 15 years for the RWCDS for the Proposed Actions (i.e., an analysis year of 2035). DCP will conduct a coordinated review of the Proposed Actions with involved and interested agencies.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions include discretionary land use approvals that are subject to review under ULURP, Section 200 of the City Charter, and the CEQR process. The discretionary approvals are summarized below.

- ***Zoning Map Amendments.*** The Proposed Actions would replace all or portions of existing R6, R6B, R8A, C8-2, M1-1, M1-2, M2-1, and M3-1 zoning districts with R6A, R6B, M1-4/R6A, M1-4/R6B, M1-4/R7A, M1-4/R7-2, M1-4/R7X, M1-4, and C4-4D zoning districts. The Proposed Actions would also eliminate existing C2-4 overlays along 4th Avenue within the Project Area, which would be replaced with the C4-4D district within the Special Gowanus Mixed-Use District (GSD).
- ***Zoning Text Amendments.*** The Proposed Actions include amendments to the text of New York City's Zoning Resolution (ZR) to establish the GSD within the Project Area, create the Gowanus WAP for waterfront blocks within the Project Area, and to amend Appendix F of the ZR to apply the MIH program to proposed R6A, M1-4/R6A, M1-4/R6B, M1-4/R7A, M1-4/R7-2, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

- ***City Map Amendments.*** The Proposed Actions include amendments to the City Map to map portions of Block 471, Lots 1 and 100 as parkland and streets, to remove the "Public Place" designation on Block 471, de-map 7th Street between Smith Street and the Gowanus Canal, and de-map a portion of Bond Street south of 4th Street and reestablish it as mapped parkland.
- ***Disposition Approval and Urban Development Action Area Project (UDAAP) Designation.*** UDAAP designation of HPD-owned property on Blocks 471 and 1028 and project approval for the purpose of disposition and development pursuant to the proposed zoning.

CITY ENVIRONMENTAL QUALITY REVIEW AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, and subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) that examined the Proposed Actions was completed on March 22, 2019 and a Positive Declaration, issued on March 22, 2019, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows elected and appointed officials, governmental officials, other agencies, and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the scoping period, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, Brooklyn Community Boards 2 and 6, and elected officials are invited to comment on the Draft Scope, either in writing or orally, at a scoping meeting to be held on April 25, 2019 at Middle School (M.S.) 51 at 350 5th Avenue, Brooklyn, NY 11215. The meeting will start at 4:00 PM. Comments received during the Draft Scope's public meeting and written comments received up to 10 days after the meeting (until 5:00 PM on May 6, 2019) will be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency will oversee preparation of the Final Scope, which will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during public review of the scope. The Draft EIS (DEIS) will then be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, it will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision-makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND TO THE PROPOSED ACTIONS

STUDY AREA HISTORY

OVERVIEW

Once referred to as Gowanus Creek, the Gowanus Canal was originally a wide tidal creek with numerous small tributaries that extended northeast from its mouth at Lower New York Bay south of Red Hook. The creek system included Coles Mill Pond, Dentons Mill Pond, and Freeks Mill Pond. The head of the Gowanus Creek once was home to an indigenous village named Werpos and in 1679, a Dutch missionary wrote of eating the best oysters in the region along the Gowanus Canal.

In 1846, the Brooklyn Common Council engaged Major David B. Douglass to draw up plans to drain "the Gowanus Meadow" to "accommodate a population of 200,000 inhabitants." Before these residential development plans were set in motion, Daniel Richards, an upstate developer who founded the Atlantic Dock Company in 1840, received permission to fill, dredge, and install a bulkhead to create the approximately one-mile-long Gowanus Canal. That plan was approved in 1849 by the Brooklyn Common Council and authorized by the State of New York a month later, setting the stage for the transformation of the Canal.

By 1870, the waterbody had been transformed to resemble its current configuration and was serving as a major industrial waterway by which materials arrived to support area industries. By the 1880s, the banks of the Canal had transitioned from gristmills and oyster exporters to a wide range of industrial activities, including heavy manufacturing of coal and oil, foundries, paint and ink factories, electroplating shops, and paper mills, as well as the storage and distribution of materials used to build and maintain adjacent residential neighborhoods. Peak industrial activity occurred roughly around the end of World War II when approximately six million tons of cargo per year were handled by the Canal. However, by 1950, the Canal was handling a fraction of its previous freight volume. Structural changes, including suburbanization, decentralization, and containerization—combined with larger ships and global changes in production—led to a decline in industrial activity throughout the City and around the Canal.

The short-term industrial success of the Canal came with a long-term downside: sewage and industrial wastes from the surrounding drainage area were discharged directly into the Canal without treatment, and the natural marshlands and freshwater streams were replaced with combined sewers and storm drains.

The urbanization of the drainage area also contributed to an estimated three-fold increase in the annual runoff volume and a six-fold increase in peak runoff rate to the waterbody. Without the surrounding marshland buffer or freshwater flow, the Canal lacked natural response mechanisms that might have helped absorb the increased hydraulic and pollutant loads resulting from the local industrial toxins, untreated sewage, and increasing car and truck pollution. The Canal's limited tidal circulation and exchange with New York Harbor waters allowed pollutants to accumulate and water quality deteriorated to such an extent that the Canal became notorious as a polluted waterway.

From its inception, wet weather events proved too much for the Canal, and coupled with the growth of Brooklyn and the resulting changes in drainage to the Canal, it became flooded with mud and sediments, making it difficult to navigate outside of high tide. Efforts to address water quality in the Gowanus Canal date back to the late 1800s, when the City contracted for the design of a tunnel between the head of the Canal and Buttermilk Channel to improve circulation and flush

pollutants from the Canal. In 1911, the 6,280-foot Gowanus Canal Flushing Tunnel to Buttermilk Channel was constructed. The Gowanus Canal Flushing Tunnel (or "Flushing Tunnel") pumped tidal water from Buttermilk Channel to the Canal with the objective of flushing the stagnant canal water out to New York Harbor.

The reactivation of the Flushing Tunnel in 1999 under the New York City Department of Environmental Protection's (DEP) Inner Harbor Combined Sewer Overflow (CSO) Facility Plan resulted in an improvement in the Canal's water quality and aquatic habitat. At this time, the direction of flow was reversed to bring more highly oxygenated water from Buttermilk Channel to the head of the Canal.

From 1970 to 1990, the Gowanus neighborhood saw its population drop from approximately 33,000 to 24,000, reflecting an overall decrease of the City's population. In more recent decades, broad economic and demographic trends have led to a resurgence in nearby communities and interest in both working and living in and around the Canal area. However, the nature of activity along the Canal has changed.

The Canal's designation as a Federal Superfund Site in 2010 and Superstorm Sandy in 2012 led to increased attention and community engagement on the potential to remediate and improve the infrastructure in Gowanus and advanced discussions about the Gowanus' future among members of the community, elected officials, and City, state, and federal agencies.

Remedial efforts are currently underway at three former manufactured gas plants (MGP) along the Canal. The remedy calls for the removal of contaminated sediment that has accumulated as a result of industrial and sewer discharges from the bottom of the Canal by dredging. The dredged areas would then be capped. In 2014, the EPA issued an order to National Grid (the company that acquired the legal liability for the three former MGP sites), the City of New York, and other potentially responsible parties requiring them to design the selected remedial action in the Canal. EPA has also mandated the installation of underground tanks to reduce discharges from combined sewer overflows (CSO) into the Canal. New York State's Department of Environmental Conservation (DEC) and NYC Office of Environmental Remediation (OER) have developed remedial programs and incentive programs to facilitate the investigation and remediation of brownfield sites.

On September 27, 2013, EPA issued a Record of Decision (ROD) identifying actions to be undertaken by various parties to remediate contamination in the Canal. As part of the EPA ROD, EPA mandated the design and construction of two CSO facilities. The first of the two CSO facilities, the "Head End Facility," would include an 8-million-gallon (mg) underground tank that would increase CSO capture for overflows that would otherwise be discharged from CSO outfall RH-034 at the "head end," or northernmost portion of the Canal. Construction of the Head End Facility would require the lease or acquisition of three privately owned parcels adjacent to the Canal, and is proposed to be located at 242 Nevins Street (Block 418, Lot 1) and 234 Butler Street (Block 411, Lot 24), with an area for construction staging located at 270 Nevins Street (Block 425, Lot 1).

The second facility, the "Owls Head Facility," would include a 4-mg tank that would increase capture for overflows that would otherwise be discharged from CSO outfall OH-007. The Owls Head Facility would be located at the middle of the Canal (approximately one-half mile south of the northernmost portion of the Canal) near the northern terminus of 2nd Avenue near the 4th Street turning basin. Construction of the Owls Head Facility would require the use of one City-owned parcel (Block 977, Lot 3) and the lease or acquisition of up to four privately owned parcels

adjacent to the Canal. The Owls Head Facility is proposed to be located at 2 2nd Avenue, 110 5th Street (Block 990, Lot 21), 122 5th Street (Block 990, Lot 16), 22 2nd Avenue (Block 990, Lot 1), and 5th Street (Block 977, Lot 1), with portions of this area used for construction staging. Collectively, the Project includes the lease or acquisition of up to seven properties to support the facilities and construction staging areas.

Alternative plans to address the demand for additional CSO capacity are currently under consideration, including the construction of a tunnel instead of the two tanks described here between the Head End site and the Owls Head site. A tunnel to capture CSO during overflow events would require use of the same properties described above for tunnel shafts, construction, and ancillary facilities.

In 2014, DEP completed additional improvements to the Flushing Tunnel and installed new pumps that delivered an average flow of 200 million gallons per day (mgd) to improve water circulation. Improvements in water quality also resulted from more stringent discharge standards, local community stewardship efforts and interest in the Canal.

Consistent with Citywide trends over the past three decades, interest in working and living in older industrial neighborhoods, such as the area surrounding the Canal, has returned. Strong demand for housing Citywide has played out locally by pushing up prices and limiting housing that is affordable for households at lower incomes. At the same time, the City has experienced a rapidly growing and diversifying economy. Although a small portion of the land around the Canal remains industrial in character, manufacturing and industrial uses are no longer present in most locations adjacent to the Canal. Commercial businesses, offices, and other uses that serve the surrounding residential communities have increased alongside long-time artists and a small number of remaining industrial tenants. The reinvestment in and reactivation of older loft buildings for a variety of commercial office and artist spaces indicate a growing local demand for new office and other workspaces.

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

In May 2014, Mayor Bill de Blasio released *Housing New York*, the Mayor's plan to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure investments to foster a more equitable and livable New York City through an extensive community engagement process. In 2018, *Housing New York 2.0* was released, detailing progress and updates since 2014 on the construction and preservation of affordable housing in New York City. *Housing New York* calls for neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for new affordable housing.

Gowanus was selected based on previous planning efforts the community has engaged in over the past decade, including previous DCP studies in 2009 and *Bridging Gowanus* from 2013 to 2015, which was led by local elected officials to create shared goals and priorities for the area's future development. Gowanus has unique assets and features that could be leveraged to accomplish many local and Citywide goals to address contaminated land and develop housing, including a significant amount of permanently affordable housing, new commercial and industrial space, services, jobs, and open space in an area with excellent transit access.

In October 2016, the City launched the Study of the neighborhood surrounding the Gowanus Canal. The planning process was a collaboration with local elected officials, community boards, community members, and City agencies—including HPD, NYC Parks, Department of Transportation (DOT), School Construction Authority (SCA), Department of Education (DOE), DEP, Small Business Services (SBS), Economic Development Corporation (EDC), Mayor's

Office of Recovery and Resiliency, Mayor's Office of Sustainability (MOS), New York City Department of Emergency Management (NYCEM), and the Department of Cultural Affairs (DCA).

The study sought to foster a thriving neighborhood by reinforcing and encouraging a robust local economy anchored by a mix of uses and businesses while creating opportunities for new housing with affordable housing in appropriate locations. The Study also examined ways to balance the range of issues and needs in Gowanus by seeking to:

- Support existing and future resiliency and sustainability efforts;
- Encourage and expand neighborhood services and amenities, such as supermarkets;
- Improve streetscapes, pedestrian safety, and access along the Canal;
- Explore ways to support and develop space for employment-generating uses, including industrial, arts, and cultural uses;
- Promote opportunities for new housing, including affordable housing while protecting existing tenants against harassment and displacement; and
- Coordinate necessary infrastructure improvements throughout the area to support the continued cleanup of the Gowanus Canal and to accommodate existing and future needs.

GOWANUS NEIGHBORHOOD PLANNING PROCESS

Given the unique characteristics of Gowanus, including the prominence of the Canal and implications of its Superfund designation, and at the request of community members, a multi-pronged outreach approach was developed to undertake the Study. Thousands of community stakeholders, residents, workers, business owners, and elected officials participated in over 100 hours of meetings and workshops that began in 2016, including large public events and working group meetings covering five broad topics (Arts and Culture; Housing, Industry, and Economic Development; Public Realm; Sustainability; and Resiliency). Coupled with DCP's first online public engagement platform known as *PlanGowanus.com*, a broad cross-section of community members articulated challenges and needs that Gowanus faces today and in the future. Participants set goals and objectives and generated ideas about policies and investments to achieve a thriving, more resilient neighborhood. Below is a summary of the extensive community outreach approach to date.

WORKING GROUPS

DCP and other agencies worked with residents, property owners, and other stakeholders to develop specific recommendations focused on five broad topics: Arts and Culture; Housing; Industry, and Economic Development; Public Realm; Resiliency; and Sustainability. Each working group met approximately once a month beginning in February 2017, culminating with a Working Group Summit held in July 2017. Working group members identified key issues and helped develop and refine proposals through an iterative, consensus-building process. The work concluded with a set of mutually prioritized recommendations that would help inform the development of a draft zoning proposal and land use framework.

NEW YORK CITY HOUSING AUTHORITY AND OTHER TARGETED OUTREACH

Along with the working group process, City agencies engaged New York City Housing Authority (NYCHA) residents on specific topics in order to share information, solicit feedback and develop recommendations. Targeted outreach included attendance at monthly NYCHA Tenant Association meetings and Gowanus Canal Community Advisory Group meetings, making presentations to

Community Board 6, and holding a public meeting focusing on community resources (schools and transportation) at M.S. 51 William Alexander.

ONLINE ENGAGEMENT PLATFORM

In April 2017, DCP launched a pilot online engagement platform called PlanGowanus (PlanGowanus.com) to help broaden public participation in the study process and help disseminate information from and receive input to the working group process. Through interactive tools and a user-friendly interface, the community was able to provide input on a variety of topics on the website, which were used to develop the land use framework. As of February 2019, the site received over 17,000 total page visits. PlanGowanus.com no longer accepts comments and feedback from the public in an effort to distinguish it from CEQR's solicitation of public comments as part of the EIS scoping process.

PUBLIC EVENTS AND WORKSHOPS

Larger public events included a study kick-off meeting in October 2016 followed by a resiliency and sustainability meeting held at NYCHA's Wyckoff Gardens in December 2016.

In the fall of 2017, a meeting on community resources focused on schools and transportation and shared recommendations of the Working Groups to the community. An all-day community visioning session held at P.S. 32 in March 2017 focused on topics to illustrate how different land uses could be accommodated at various densities and highlighted key urban design challenges and opportunities.

In 2018, DCP and other City agencies held a public event to share and gather feedback on the Framework, which is described in more detail below. In November 2018, HPD, in collaboration with the designated development team for the Public Place Site, led a public workshop to re-engage the community and to update the vision for development on the large City-owned site colloquially called "Public Place." In December 2018, HPD held a public meeting on fair housing to facilitate a dialogue about the neighborhood's history and how ongoing planning processes—including *Bridging Gowanus*, the *Gowanus Neighborhood Study*, and *the Community School District 15 Diversity Plan*—can actively work to promote fair housing, inclusion, and access to opportunity for all residents. DCP and other City agencies met with local businesses and property owners, hosted a roundtable discussion, and tabled at events such as the Gowanus EXPO and Gowanus Block Party that was held by the Gowanus Canal Conservancy and others.

GOWANUS: A FRAMEWORK FOR A SUSTAINABLE, INCLUSIVE, MIXED-USE NEIGHBORHOOD

The Framework was released in June 2018 and is a roadmap for identifying goals and strategies, with recommended land use changes, to be developed and implemented as part of the Neighborhood Plan. It is the product of the extensive community engagement process to solicit ideas and input that began when the Study was launched in October 2016. It is also informed by previous reports and studies, including *Bridging Gowanus*, and ongoing community efforts by government agencies and community stakeholders and organizations. The Framework is a product of all those voices and ideas, bringing them together in objectives and proposed strategies in seven categories including Sustainability and Resiliency; Environmental Remediation; Community and Cultural Resources; Housing, Economic, and Job Development; Transportation; Land Use; and Urban Form.

The Framework is comprised of goals and strategies to make Gowanus a cleaner, greener, and more inclusive neighborhood. The policies and proposals aim to support the evolution of Gowanus

into an eco-neighborhood where existing and future residents and workers can live, work, and play with a minimal carbon footprint and impacts on climate change.

Key strategies that were identified to support a more sustainable future include:

- Promoting a more resilient future where buildings and infrastructure are designed to manage flood risk today and into the future;
- Increasing public open space that is green and resilient along the Canal and capitalizing on opportunities for green public spaces throughout the area;
- Creating new job-generating space and fostering a mix of uses within the neighborhood so that residents can live, work, create, play, and shop, and all users can reach their destinations by walking, bicycling, or other means;
- Promoting new, denser housing while creating and preserving affordable housing and improving public housing near transit to reduce energy use and carbon footprint;
- Improving access to new jobs, training opportunities, and other resources that support social, economic, and environmental resiliency in the community;
- Improving mobility and safety for pedestrians, cyclists, and drivers on streets and in public areas; and
- Planning for meeting the infrastructure and community resource needs of a growing neighborhood.

FRAMEWORK HIGHLIGHTS

PROMOTE A MORE RESILIENT AND SUSTAINABLE FUTURE FOR ALL

As cleanup progresses in the Canal, the community has worked toward a vision of a cleaner, greener, and inclusive future. Through programs and actions led by local residents, City agencies, elected officials, and others, the Gowanus community can address sustainability and resiliency challenges, which range from energy efficiency to environmental remediation to emergency response preparation. Gowanus can lead New York City as a model of a green and flood-resilient urban neighborhood.

- Support remediation of sites adjacent to the Canal through remediation requirements attached to redevelopment;
- Assess current and future drainage issues and infrastructure needs, considering existing conditions, projected sea level rise, and potential growth and development; and
- Engage Gowanus community members in an emergency response planning process that leverages and continues community-led work to identify hazards, vulnerabilities, and resources.

SUPPORT AFFORDABLE AND MIXED-INCOME HOUSING

As the housing affordability crisis strains residents at a range of incomes—most of all, low-income residents—the City is taking action to protect the rights of tenants and prevent displacement, preserve existing affordable housing, and build more affordable housing. The City is working to protect Gowanus residents by using all available tools, aggressively investigating complaints of harassment, and taking action against unlawful landlords. Where the City owns land that can support new housing, it can promote greater levels of affordability. On privately owned land that is rezoned to substantially increase housing capacity, MIH requires new developments to provide a share of permanently affordable housing.

- Engage the community and update the vision for HPD's Public Place site to create a mixed-use development that includes affordable housing, community facilities, commercial retail, and open space;
- Implement the Certification of No Harassment pilot program and continue to work with the Tenant Harassment Prevention Task Force to investigate and take action against landlords who harass tenants;
- Implement MIH to require that new residential development include permanently affordable apartments; and
- The City will consider funding improvements to Gowanus Houses, Wyckoff Gardens, and Warren Street Houses during the rezoning process. Capital needs will be evaluated via an assessment of improvements needed in these developments, in the context of broader investments in NYCHA.

ENCOURAGE A THRIVING AND DIVERSE LOCAL ECONOMY

A central goal of the Framework is to promote economic development and increase access to jobs and training opportunities. This can be accomplished by applying land use strategies that balance a mix of uses while removing certain specific barriers in zoning that unnecessarily limit business expansion and growth, along with supportive infrastructure investments and business services and programs.

- Maintain the prohibition on residential use in certain areas, while promoting non-residential uses in new mixed-use developments where housing is appropriate;
- Make off-street parking regulations more flexible, reduce unnecessarily high parking requirements and update bulk regulations;
- Promote workforce development and job training opportunities for NYCHA and other neighborhood residents, particularly for City-sponsored projects;
- Connect businesses, property owners and nonprofits with programs, grants, and services that support entrepreneurship, business growth, and revitalization projects; and
- Work with Southwest Brooklyn Industrial Business Zone (IBZ) stakeholders to identify potential additional interventions to assist businesses to grow and thrive in the IBZ.

PLAN FOR THE NEEDS OF A GROWING NEIGHBORHOOD

Targeted investments in infrastructure and the public realm can help improve quality of life and the business environment in Gowanus. Coordinated, proactive planning in Gowanus can advance the realization of the long-term vision of a mixed-use community in which development is supported by critical waterfront, transportation, educational, and recreational investments.

- Create new community space and programming for NYCHA residents, and expand space for art and cultural uses;
- Encourage retention and reuse of key loft buildings;
- Recognize and celebrate themes in Gowanus's history through a coordinated interpretive plan;
- Identify improvements that support businesses within the area;
- Strengthen cross-Canal connections, transit, and regional linkages; and
- Assess existing school capacity and identify opportunities to meet future needs.

LAND USE FRAMEWORK OVERVIEW

The land use framework outlined in the broader Framework is a set of guiding principles related to use, density, bulk, and waterfront access, and was intended to provide standards for developing and evaluating proposals for future land use changes. These principles were shaped by shared goals, the opportunities and challenges of achieving those goals, and an understanding of the entire Gowanus neighborhood.

The parameters of the land use framework were developed to encourage cleanup and redevelopment of sites while balancing a variety of goals. The parameters include:

- Strengthen existing clusters of light industrial and commercial activity and promote new, job-generating uses—including industrial, arts, and cultural uses;
- Encourage and reinforce a vibrant, live-work neighborhood by balancing the preservation of neighborhood scale and encouraging growth that promotes a mix of uses and allows for improvements to the public realm and local services while affirming the qualities that make the neighborhood distinct; and
- Promote the creation of an active, accessible, resilient, and diverse waterfront esplanade that celebrates the unique nature of the Canal and is flanked by a mix of uses that includes new permanently affordable housing as well as commercial, artist, and manufacturing space.

WATERFRONT PUBLIC ACCESS

Redevelopment of sites on the Canal creates an opportunity to achieve public access at the Canal's edge. The framework identified parameters for the creation of public open space along the Canal in conjunction with residential and non-residential development. The parameters are intended to:

- Encourage street end design that is flood-resilient and ensures continuity of public access across sites;
- Allow and promote a mix of uses on ground floors leading to and along the Canal to support an active and lively waterfront;
- Relate the height of new buildings to the lower-scale neighboring context along upland frontages such as Bond Street;
- Set back higher portions of buildings to ensure light and air to side streets and the Canal;
- Ensure continuity of public access at bridge crossings with grade-change constraints; and
- Ensure access of light and air to inner courtyards and the Canal by staggering building heights and keeping street wall heights low.

USE, DENSITY, AND HEIGHT

In order to facilitate a dynamic, mixed-use neighborhood that considers block-specific conditions, the Framework identified parameters for use, height, and density. The land use framework recommended areas suitable for new residential or mixed-use development, in addition to areas proposed to be maintained primarily for continued industrial and commercial activity. The Framework broke these into three broad areas each with its own recommendations: Industrial and Commercial, Enhanced Mixed-Use, and the Canal Corridor. The interconnectedness of these areas to each other and to the adjacent neighborhoods, which include thriving residential communities and active retail corridors (e.g., 4th Avenue and Smith Street), and the vision of a mixed-use neighborhood were taken into consideration. Recommendations within these three areas were partly derived from and respond to block- and neighborhood-wide characteristics—including

current and past land use patterns, market trends, site contamination, and block and lot size and orientation—and are mutually supportive in contributing to the overall objective of a dynamic, mixed-use neighborhood.

Analysis of existing land use and business activity revealed that while much of the former industrial neighborhood is no longer comprised of heavy manufacturing uses, clusters of light industrial, commercial, and arts-related activity remain in portions of the midblocks between 3rd and 4th Avenues and west of the Canal along 4th and Hoyt Streets. Therefore, in some of the Framework subareas, it was determined that the maintenance of the current restriction on residential use is necessary to support the continuation of these uses. Other areas are characterized by lower levels of industrial and commercial activity, higher levels of vacancy and underutilization, and existing pockets of residential uses. DCP proposes to rezone these areas to permit a mix of uses, including residential, commercial, retail, light industrial, community facility, and artist spaces.

Some planning considerations and observations from the community that helped shape the land use framework are:

- Catalyzing redevelopment is critical to the overall clean-up of the Canal and surrounding brownfields;
- Balancing transformative growth at a scale that enforces a sense of place and responds to surrounding context can allow for a true mix of uses throughout the neighborhood and provide opportunities for existing and future residents to enjoy and benefit together;
- MIH should be applied where there is a substantial increase in housing capacity, including on previously rezoned portion of 4th Avenue where redevelopment occurs today without any affordable housing requirements;
- Defining where new residential uses would remain prohibited and reassessing whether certain regulations can help businesses remain, expand, and flourish; and
- Becoming a model green neighborhood means creating a livable, safe, and productive neighborhood for generations to come.

DRAFT ZONING PROPOSAL

Building upon the Framework, DCP held an open house and presented the draft zoning proposal to the public in February 2019, and in the subsequent months continued to work with local elected officials and community stakeholders in further refining the draft zoning proposal. The draft zoning proposal is now being considered as part of the Proposed Actions that will be the subject of the DEIS.

PROJECT AREA

The Proposed Actions would affect an approximately 80-block area (see **Figure 1**) surrounding the Gowanus Canal and a segment of 4th Avenue. The area directly affected by the Proposed Actions, or Project Area, is generally bounded by Bond, Hoyt and Smith Streets to the west; 3rd and 4th Avenues to the east; Huntington, 3rd, 7th, and 15th Streets to the south; and Warren, Baltic, and Pacific Streets to the north. The area encompasses approximately 200 acres, and is defined by the 1.8-mile-long, man-made Gowanus Canal, which splits the neighborhood, and the major north–south and east–west corridors that connect the upland areas to the surrounding neighborhoods. Major corridors and areas of the neighborhood are described below.

GOWANUS CANAL

The approximately 100-foot-wide Canal defines the eastern edge of the Project Area from Huntington Street to 3rd Street and divides the Project Area from 3rd Street to Butler Street where it terminates at Butler Street. The former industrial waterfront is a mix of commercial activity, parking lots, storage, and light industrial uses interspersed with vacant buildings and land. The recently completed 363-365 Bond Street residential developments, which were facilitated by a rezoning in 2010, are the first new residences along the Canal, and include a publicly accessible esplanade, community facility space, and affordable housing, all with an emphasis on resilient design. Connections across the Canal are limited within the Project Area, with only three bridges traversing the waterbody, including only one (at 3rd Street) that allows westbound traffic. The area surrounding the Gowanus Canal is currently zoned M1-2, M2-1, and M3-1.

Designated as a Superfund Site in 2010 by the EPA, remediation and cleanup of the Canal's contaminant-contributing upland sites are critical to the neighborhood's future. A high water table increases the risk of cross-property contamination and the cost of remediation and construction. Because most waterfront sites are under private ownership, access and views to the Canal are limited to public street ends, bridges, and recently constructed waterfront esplanades. Local water-based recreational enthusiasts have limited access to the Canal other than the street end of 2nd Street. As part of the Superfund remedy, two former lateral canals that have been filled with contaminated material over time would be reused. The former lateral canals are located at 1st Street, between the Canal and 3rd Avenue, and at 5th Street (east of the 3rd Avenue Bridge). Formerly used by boats and barges for turning movements, these basins would increase the amount of shoreline in the community.

4TH AVENUE

At 120 feet wide, 4th Avenue is the widest street corridor running through the neighborhood and is one of the main thoroughfares in Brooklyn. The D/N/R subway lines run below 4th Avenue and include local stops at Union Street and 4th Avenue/9th Street, which is also an F/G subway stop. Uses along 4th Avenue vary and include one-story semi-industrial uses, various commercial uses (including local retail shops), and residential apartment and walk-up buildings.

A portion of 4th Avenue was rezoned in 2003 to R8A/C2-4. That rezoning was implemented at the request of the community to protect the scale of development in Park Slope and to allow for housing growth along 4th Avenue. The rezoning leveraged 4th Avenue's width and access to transit to accommodate new housing, albeit without any zoning tools to encourage or require the inclusion of affordable housing. New residential developments are not currently required to provide affordable housing.

In response to new housing construction with blank walls along 4th Avenue and no retail or services as a result of the rezoning, at the request of the community, DCP initiated a follow-up zoning text amendment in 2011 to map the first Enhanced Commercial District in the City to require commercial and community facility uses on the ground floor, and apply transparency and curb cut location requirements for ground floors in new developments to enhance the pedestrian streetscape. The remaining portion of 4th Avenue within the Project Area, between Douglass Street and 6th Street, is currently zoned M1-2 and C8-2 (a full description of each existing zoning district is provided below).

3RD AVENUE

3rd Avenue is a major corridor in the Project Area and one of two truck routes that serve Gowanus and the Southwest Brooklyn IBZ to the south of the Project Area. The width and uses along 3rd Avenue vary within the Project Area.

The northern portion of 3rd Avenue from Baltic to Union Streets is a narrow, 70-foot-wide street. Uses along this portion include a hotel and parking lot, a gas station, former industrial buildings reused for commercial activities, and industrial or commercial businesses (including distribution/warehousing, contractor's storage yards, or fuel oil truck parking and repair).

Between Union Street and 1st Street, 3rd Avenue continues as a narrow street lined with multi-family and mixed-use walkup apartment buildings. As 3rd Avenue gently curves, it widens to 80 feet at 3rd Street. Uses along this segment become more industrial and commercial with self-storage, utility facilities, the Old American Can Factory (a repurposed former industrial loft building containing manufacturing, arts-related, and event space), a hotel, and a school.

EAST–WEST CORRIDORS

Bridge connections across the Canal and neighborhood are limited, with three bridges traversing the waterbody, including only one (at 3rd Street) that allows westbound traffic. Below are descriptions of the key corridors that provide important connections between and within neighborhoods.

Baltic Street between Bond Street and 4th Avenue

Baltic Street is a key corridor that traverses the Project Area and neighborhood north of the Canal. Baltic Street from Bond Street to 4th Avenue varies considerably in land use, street conditions, and width. Uses along this stretch include distribution/warehouses, bicycle and auto repair shops, and commercial uses, such as hotel uses. Despite its importance, Baltic Street lacks an inviting pedestrian streetscape and supportive uses for the three NYCHA communities it connects.

Union Street

One of the few major east–west commercial corridors in the neighborhood, Union Street is a wide street that crosses the Canal. Traffic is one way eastbound between Bond Street and 3rd Avenue and two-way further east to 4th Avenue. The uses and built context vary along Union Street with low-rise former industrial buildings converted to commercial retail and catering uses mixed with former manufacturing facilities and distribution/warehousing, and a gas station. Non-conforming residences are interspersed along the corridor along with some of the only new construction buildings in the Project Area, which is primarily hotel development.

3rd Street

3rd Street is a wide street that runs from Hoyt Street to 4th Avenue in the Project Area and is the only cross-canal connector that allows westbound traffic. Both sides of 3rd Street are currently industrial or commercial in nature with distribution/warehousing, parking lots, and a utilities facility interspersed with former loft buildings that have been renovated and reused for office or a convergence of uses, like the Old American Can Factory. A portion of 3rd Street is within the IBZ and includes a large supermarket with an accessory parking lot.

Carroll Street

Carroll Street is a narrow cross-canal corridor with traffic moving east to west. Restored in 1989, the Carroll Street Bridge is a Landmarks Preservation Commission (LPC)-designated landmark

and is just north of the 363-365 Bond Street redevelopment. Between Nevins and 4th Avenue, legal, non-conforming residential walk-up buildings of two to five stories are mixed with former industrial buildings, many of which have been reused for residential use. Residential use has been allowed by way of variances and other approvals issued by the New York City Board of Standards and Appeals (BSA). Many lots in this area have frontage of twenty feet or less, which makes future use or development for industrial or manufacturing space unlikely and infeasible under the current M1-2 zoning. Other properties along the corridor include light industrial uses, such as warehouses, artist/maker space, or commercial uses like retail and entertainment. There are also a number of older residences and a neighborhood institution, 505 Carroll Street, which is undergoing an expansion of its light industrial and artist space.

AROUND THOMAS GREENE PLAYGROUND

Thomas Greene Playground is a unique neighborhood park that provides relief to nearby residents and businesses as an oasis in the heart of the former industrial landscape and is heavily used by the community. Thomas Greene Playground is proposed to be remediated and reconstructed as part of the overall effort to clean up the Canal and surrounding neighborhood. Surrounding the park is vacant or underutilized land interspersed with high lot coverage former industrial buildings that have been reused for truck repair and storage, commercial retail and office, small-scale artisanal manufacturing, and arts-related uses. Recent new construction includes a hotel. Properties within this area are some of the most heavily polluted in the neighborhood due to past industrial activities[2] and soil composition, coupled with a high water table that has allowed contaminants to migrate underground from tanks and spills to nearby properties. Redevelopment plays a critical role in cleaning up these properties, which would otherwise remain as-is and contaminated.

BLOCK 471 AND PUBLIC PLACE

Two large properties are located directly adjacent to the Smith and 9th Street and Carroll Street F/G stations—one is a privately owned site and the other is a City-owned site. The City-owned site (the site) is referred to as "Public Place" (the "Public Place Site"). The sites are separated from the residential neighborhood to the west and the more industrial context to the south and east by the elevated train line and the Canal, respectively. The City-owned site is approximately six acres and occupies Block 471, Lots 1 and 100. It is bounded by 5th Street to the north, Smith Street to the west, and the Canal to the east. It is bounded to the south by an approximately four acre, privately owned parcel on Block 471, Lot 200. In total, the sites contain approximately 10 acres of highly underutilized land, which is currently vacant or, in the case of the privately owned site (Lot 200), used in connection with Superfund remediation activities (dredging and staging work). Both sites require extensive remediation from prior uses including a former manufactured gas plant. Block 471 is currently zoned M3-1.

The City-owned site is commonly referred to as Public Place after a technical term for locations mapped on the City Map for a public purpose. "Public Places" are mapped throughout New York City. They may or may not be zoned or generate development rights and are typically established to allow flexibility in use. When a "Public Place" is proposed, CPC opines on the intended purpose. In 1974, the site was designated as a Public Place on the City Map to allow a future public

[2] Record of Decision, K - Fulton Works Operable Unit Number 01: Plant Site and Near Off-site Brooklyn, Kings County Site No. 224051 (NYS Department of Environmental Conservation, July 2015)

purpose compatible with the surrounding residential community and to provide open space for public use.

The major defining characteristics of the City-owned site include its waterfront boundary and its significant slope from the intersection of Smith and 5th Streets to the intersection of 5th and Hoyt Streets. It has 523 linear feet of frontage along the Canal, and is constrained by below-grade infrastructure that limits the location of development. The 72-inch diameter Bond Street combined sewer runs diagonally across the eastern portion of the site. In addition, an easement for an existing high-pressure gas main and related gas shed bisect the proposed waterfront open space. Until recently, the site was used by a construction company and concrete batching plant. Today, the City-owned site is largely vacant.

The area across 5th Street is currently zoned M1-1 and M3-1, and contains a mix of low-scale warehouses and multi-story, loft-style buildings with various commercial and light industrial uses. Recently, former loft buildings have been reused and converted to space for artist studios, co-working, technology, media and design firms, and other newly emerging business sectors, a trend that has led to property reinvestment and spurred employment growth. Most lots in this area are smaller and built with full lot coverage buildings with active businesses. At 3rd and 4th Streets, the area abuts the residential neighborhood of Carroll Gardens, which contains primarily three- to five-story rowhouses.

PRIOR PLANNING EFFORTS

In the mid-2000s, the neighborhoods surrounding Gowanus were the focus of contextual zoning changes that sought to prevent out-of-scale, height factor towers. The zoning changes also had the effect of restricting opportunities for new housing production, including affordable housing. Since 2010, Brooklyn gained over 100,000 new residents and 50,000 new jobs. Without providing additional residential capacity or new space for jobs, it will be increasingly difficult to balance the anticipated growth expected in Brooklyn. Strong demand for housing Citywide has played out locally by pushing up prices and limiting housing that is affordable for households at lower incomes. Below are brief descriptions of the zoning changes by neighborhood.

PARK SLOPE AND 4TH AVENUE REZONING

The 2003 rezoning was at the request of the local community to protect the scale of development in Park Slope and to allow for housing growth along 4th Avenue. The rezoning leveraged 4th Avenue's width and access to transit to accommodate new housing, albeit without any zoning tools to encourage or require the inclusion of affordable housing. New residential developments are not currently required to provide affordable housing.

As noted above, DCP initiated a follow-up zoning text amendment in 2011 to map the first Enhanced Commercial District in the City along 4th Avenue to require commercial and community facility uses on the ground floor, and apply transparency and curb cut location requirements for ground floors in new developments to enhance the pedestrian streetscape.

CARROLL GARDENS REZONING

In 2009, the Carroll Gardens Rezoning mapped contextual zoning districts that established height and bulk regulations to ensure that future development reflected the predominantly brownstone, walk-up apartment building character of the area, while allowing for modest growth on appropriate corridors and limited building upgrades. The rezoning focused on 86 blocks in the Carroll Gardens and Columbia Street neighborhoods that were primarily zoned R6. The community was concerned that new buildings would be developed and expanded under the existing R6 zoning height factor

regulations and could produce developments that were out of scale with the rowhouses in these neighborhoods.

BOERUM HILL REZONING

In 2011, the Boerum Hill Rezoning mapped contextual zoning districts to reflect existing building forms and uses to protect the character and scale of the neighborhood while allowing for limited expansions and development on vacant sites. The rezoning, which focused on a 31-block area formerly known as North Gowanus, also refined commercial overlays on many of the thoroughfares to more closely tailor them to the existing distribution of mixed uses, bringing existing uses into conformance, and preventing the expansion of commercial activity into residential midblocks where such uses would threaten existing neighborhood character.

GOWANUS CANAL BROWNFIELD OPPORTUNITY AREA NOMINATION STUDY

In an effort to catalyze economic development and clean up environmentally contaminated sites, a Brownfield Opportunity Area (BOA) Nomination Study was prepared in 2014 for Community Board 6 and submitted to the New York State Department of State (DOS) and DEC. The BOA study area straddles the neighborhoods of Carroll Gardens, Park Slope, and Boerum Hill. It includes areas mapped with manufacturing districts generally located on the east side of the Canal between 3rd and 4th Avenues, 1st Street and 15th Street/Hamilton Avenue, and the east side of the Canal between 4th Avenue, Sackett Street, and Baltic Street. A portion of the study area is located within the Southwest Brooklyn IBZ. The BOA study analyzed land use, building and economic trends, surveyed businesses, and developed a series of findings and recommendations. Nineteen sites were also studied further to explore opportunities for strategic investment and redevelopment.

Based on community outreach and an existing conditions analysis, the BOA study found that Gowanus is an employment hub for local residents with a building stock appealing to artists and start-ups, while also a neighborhood grappling with a legacy of contamination, transportation and parking challenges, and limited parks and open space, especially along the Canal. The BOA study presents three recommendations: first, support and grow industrial business in Gowanus, second, preserve a navigable canal for all users, and third, integrate evolving interests in Gowanus (cultural, environmental, recreational) with existing industrial and business interests to foster a multi-faceted, productive, creative economy.

SUPERFUND DESIGNATION

As stated above, a legacy of pollution in and around the Canal has led to a need for substantial remediation. From the mid-nineteenth to the mid-twentieth centuries, Gowanus was a center of heavy industry, including coal gasification (manufactured gas) plants, oil refineries, chemical plants, cement works, machine shops, and tanneries. Underground chemical storage and runoff from these sites spread toxins throughout the area, and coal tar and other contaminants continue to leach into soil and migrate due to container leaks, improper disposal, the natural topography, and high-water table of the former wetlands and creeks that were filled to form today's neighborhood.

City, state, and federal government agencies have committed to remediation throughout the neighborhood. In 2010, EPA placed the Canal on its National Priorities (Superfund) List and has developed a remediation plan that focuses on hazardous materials located in and beneath the Canal, primarily non-aqueous phase liquid (NAPL) and associated polycyclic aromatic hydrocarbons (PAHs), which were discharged from the three former manufactured gas plants. As

part of the remediation plan, EPA has also mandated the installation of underground tanks to reduce CSO discharges into the Canal. DEC and OER have developed remedial programs and incentive programs to facilitate the investigation and cleanup of brownfield sites.

BRIDGING GOWANUS

From 2013 to 2015, CM Brad Lander and CM Stephen Levin, in collaboration with other elected officials and the Pratt Center for Community Development, led a community-driven planning process called *Bridging Gowanus*. This process engaged community members and stakeholders with a series of public meetings, culminating in a final report published in September 2015. *Bridging Gowanus* put forth a broad vision for growth with recommendations and goals concerning sustainability and resiliency, public investments in infrastructure and programs, strengthening local jobs, and preserving and creating affordable housing.

Although *Bridging Gowanus* laid a vital foundation for a shared neighborhood vision and key priorities in connection with supporting growth, the report and its recommendations were developed without input from City agencies and did not contain a land use proposal with location-specific strategies for use and bulk. To build upon *Bridging Gowanus*, DCP, in partnership with other City agencies, CM Lander and CM Levin, elected officials, and community-based partners, launched the Gowanus Neighborhood Study in August of 2016 as part of a comprehensive effort to plan for the neighborhood's future.

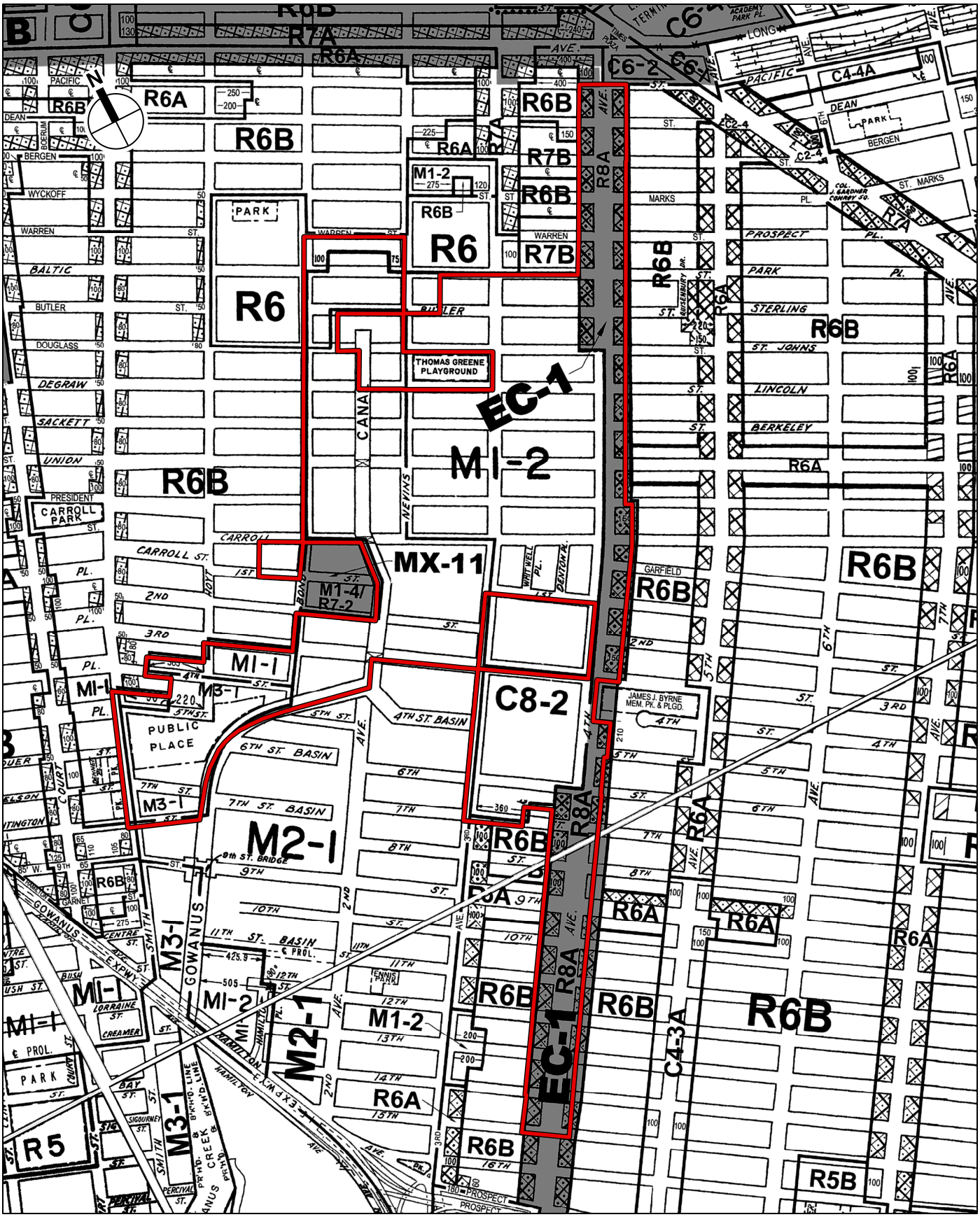
D. EXISTING ZONING

The existing zoning in the Project Area, most of which has been in place since 1961, is composed of M1-1, M1-2, M2-1, M3-1, C8-2, and R8A/C2-4 districts (see **Figure 3**). Three zoning map or text amendments have been adopted since 2000. A portion of 4th Avenue was rezoned in 2003 from R7A/C2-4 (north of President Street) and R6 (south of President Street) to R8A/C2-4 and the Park Slope Rezoning also rezoned the superblocks between 3rd and 4th Avenues from M1-2 to C8-2 to reflect the existing land uses and broaden the permitted range of commercial activities. As stated above, the Park Slope rezoning was at the request of the local community to protect the scale of development in Park Slope and to allow for housing growth along 4th Avenue. The rezoning leveraged the 4th Avenue corridor's width and transit accessibility for housing, albeit without any zoning tools to encourage or require the inclusion of affordable housing. Today, new residential developments are not required to provide affordable housing.

In 2011, DCP initiated a follow-up zoning text amendment in response to blank walls on new buildings and a lack of retail space along 4th Avenue. The text amendment mapped the first Enhanced Commercial District in the City to require commercial and community facility uses on the ground floor, and applied transparency and curb cut location requirements to new developments along 4th Avenue to enhance the pedestrian streetscape.

A private rezoning in 2009 known as the 363-365 Bond Street Rezoning, changed an M2-1 zoning district to an M1-4/R7-2 zoning district on two blocks bounded by Bond Street, 2nd Street, Carroll Street, and the Canal. The rezoning facilitated the remediation and redevelopment of an approximately three-acre site of a former waterfront industrial warehouse with residential space, including affordable housing, commercial, and community facility uses and a publicly accessible waterfront open space. Currently, it is the only area mapped for Inclusionary Housing within Community District 6 and has generated 140 affordable units to house low-income New Yorkers.

In addition to the zoning changes discussed above, since 2000, there have been over 20 applications submitted to the BSA generally for use variances. Of these applications, 12 have been



Data source: NYC Department of City Planning GIS Zoning Features, January 2019

2.25.19

Project Area

0 2,000 FEET

Existing Zoning

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 3

granted to allow the conversion or new construction of residential space, schools, or physical culture establishments within the Project Area.

Existing zoning districts are summarized below in **Table 1,** shown in **Figure 3**, and discussed below.

Table 1

Summary of Existing Allowable Densities – Gowanus Canal Corridor Rezoning Area

Zoning District	Residential FAR	Industrial/Commercial FAR	Community Facility FAR
M1-1	-	1.0	2.4
M1-2	-	2.0	4.8
M2-1	-	2.0	-
M3-1	-	2.0	-
C8-2	-	2.0	4.8
R8A/C2-4	6.02	2.0	6.50

M1-1 & M1-2

M1-1 zoning districts, which have a floor area ratio (FAR) of 1.0 for industrial and commercial uses, are mapped west of the Canal around 4th Street between Smith and Bond Streets. An M1-2 district is located in a portion upland of the Canal between Nevins Street and 4th Avenue from 3rd Street to Baltic Street and permits manufacturing and commercial uses at a maximum FAR of 2.0. M1-1 and M1-2 districts also permit community facility uses at a maximum FAR of 2.4 and 4.80, respectively.

M1 districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; the base height is 30 feet in M1-1 districts, and 60 feet in M1-2 districts. M1-1 and M1-2 districts are subject to parking requirements based on the type of use and size of an establishment. No new residential uses are permitted.

Land uses within the M1-1 and M1-2 districts include warehouses/storage for light industrial uses, auto-related businesses (such as auto repair shops), gas stations, self-storage facilities, hotels, retail, entertainment, and fitness/recreational facilities. There is also a considerable amount of vacant or underutilized land. In certain locations, commercial activities (restaurants and food stores, recreation, entertainment establishments) that serve the adjoining residential communities as well as a broader customer base are scattered throughout much of the area, with the greatest concentration along 3rd Avenue north of Carroll Street (especially between 3rd and 4th Avenues along Douglass and Degraw Streets) and along Union and 3rd Streets between the Canal and 4th Avenue.

M2-1

An M2-1 district is mapped over much of the western portion of the Project Area. The M2-1 district is generally bounded by Nevins Street to the east, Bond Street to the west, Butler Street to the north, and the Gowanus Canal to the south. M2 districts are primarily found in older industrial neighborhoods and along waterfronts. M2 districts occupy the middle ground between light and heavy industrial areas and have an FAR of 2.0. M2-1 districts are subject to parking requirements based on the type of use and size of an establishment. The maximum base heights before setback is 60 feet in M2-1 districts. No new residential or community facility uses are permitted.

The former industrial waterfront is a mix of commercial activity, parking lots, storage, and light industrial uses interspersed with vacant buildings and vacant land. The recently completed 363-365 Bond Street residential developments, which were facilitated by a rezoning from M2-1 to M1-4/R7-2, are the first new residences along the Canal, and include a public esplanade, resilient design, and community facility space.

M3-1

An M3-1 zoning district, which permits a maximum FAR of 2.0 for industrial and commercial uses, is on the western side of the Canal from Huntington Street to 4th Street. M3-1 districts have a base height, above which a structure must fit within a sloping sky exposure plane; the base height is 60 feet, or four stories, whichever is less, above the street line. There is no maximum building height. M3 districts are designated for areas with heavy industries that generate noise, traffic, or pollutants. M3-1 districts are subject to parking requirements based on the type of use and size of an establishment. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots.

The M3-1 district is mapped over two large sites of approximately 10 acres of highly underutilized land; one site is a City-owned site and the other is privately owned and currently used for the Superfund dredging staging work and construction support. Along 4th Street, former loft buildings have been reused and converted to space for artist studios, co-working, technology, media and design firms, and other newly emerging business sectors.

C8-2

A C8-2 district is mapped in the southernmost portion of the Project Area generally between 3rd Street, 7th Street, 3rd Avenue, and 4th Avenue. C8 districts are found mainly along major traffic arteries. C8-2 districts permit light manufacturing, auto-related businesses, and other heavy commercial uses at a maximum FAR 2.0. C8 districts have a base height limit, above which a structure must fit with a sloping sky exposure plane; the base height is 30 feet in C8-1 districts, and 60 feet in C8-2 districts, and typically produces low-rise, one-story structures. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; community facilities, self-storage facilities, hotels and amusements, such as theatres, are also permitted. No new residential uses are permitted.

R6

An R6 district is mapped in an area bounded by Nevins, Bond, Warren, and Baltic Streets. R6 districts are medium-density residential districts that permit a wide variety of housing types. Buildings in R6 districts can be developed in accordance with either height factor or Quality Housing regulations. Standard height factor regulations produce small multifamily buildings on small zoning lots and, on larger lots, tall buildings that are set back from the street. Optional Quality Housing regulations produce high lot coverage buildings within height limits that often reflect the scale of older apartment buildings in the neighborhood that pre-date the ZR.

Off-street parking is generally required for 70 percent of a building's DUs, but requirements are lower for income-restricted housing units (IRHU) and are further modified in certain areas, such as within the Transit and the Manhattan Core, or for lots less than 10,000 sf. Parking can be waived if five or fewer spaces are required.

R6B

An R6B district is mapped along the west side of Bond Street, between Carroll and 1st Streets. R6B districts are contextual districts that typically produce traditional four- to five-story attached rowhouses set back from the street with stoops and small front yards, or apartment buildings of a similar scale. R6B districts permit residential and community facility uses to a maximum FAR of 2.0 (an FAR of 2.2 is allowed in areas designated as part of the Inclusionary Housing [IH] program). Building base heights must be between 30 and 40 feet, with a 50-foot maximum building height after the building is set back to a depth of 10 feet on a wide street and 15 feet on a narrow. New developments in the proposed R6B district would be required to line up with adjacent structures to maintain the continuous street wall character. New multifamily residences must provide one off-street parking space for 50 percent of DUs, which may be waived if five or fewer spaces would be required.

R8A

Within the Project Area, an R8A district is mapped on both sides of 4th Avenue from Pacific Street to Douglass Street, on the eastern side from Douglass Street to 6th Street and then on both sides from 6th Street to 15th Street. R8A districts permit residential and community facility uses at a maximum FAR of 6.02 and 6.50, respectively. The building form requires a base height between 60 feet and 85 feet and a maximum building height of 120 feet. The off-street parking requirement is one space per 1,000 sf of commercial space and health care facilities and one off-street parking space for 40 percent of DUs. Current uses along 4th Avenue vary and include one-story semi-industrial uses, various commercial uses like local retail shops, and residential apartment and walk-up buildings. Today, new residential developments are not required to provide affordable housing.

WATERFRONT ZONING

Properties along the Canal are also subject to waterfront zoning regulations. Generally, redevelopment, enlargements and/or changes of use on the waterfront are required to comply with standard waterfront zoning regulations. Standard waterfront public access area (WPAA) guidelines generally require a minimum 40-foot shore public walkway and less on certain constrained sites. On larger lots, supplemental public access areas are required equal to a total amount of waterfront public access that is at least 20 percent of the total lot area. WPAA guidelines are broad guides for waterfront open space that are applied throughout the City, including the Gowanus Canal. Waterfront zoning typically does not require heavier industrial uses to provide waterfront open space or to comply with standard waterfront zoning regulations. In the case of unique places, like the Gowanus Canal, pure application of WPAA guidelines is often challenging if not impossible and may not respond to the unique nature of the local waterfront context.

COMMERCIAL OVERLAYS

A C2-4 commercial overlay is mapped within the existing R8A district mapped along 4th Avenue. C2 commercial overlays are intended to provide local shopping needs, as well as meet broader shopping and service needs. Commercial buildings in C2 overlays have a maximum permitted FAR of 2.0. Otherwise, residential, mixed residential/commercial, and community facility uses in C2 commercial overlays are regulated by the bulk regulations of the underlying residential districts. C2-4 districts typically require one parking space per 1,000 sf of commercial space.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

DCP, HPD, and NYC Parks are proposing land use actions in response to recommendations identified in the Framework and an extensive community planning process. 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, the surrounding neighborhoods, and the City as a whole. Within this context, the Proposed Actions are intended to work in unison with the comprehensive set of strategies put forth in an overall Gowanus Neighborhood Plan, which seeks to foster a thriving, inclusive, and more resilient Gowanus where existing and future residents and workers are able to participate in civic, cultural, and economic activities, and where a wholly unique resource—the Gowanus Canal—can thrive and play an active role in that equitable and sustainable growth.

The Proposed Actions are necessary because existing land use patterns and zoning do not permit for the implementation of the Neighborhood Plan. Current land use and development patterns have been shaped by the Canal and the existing zoning that has been in place since 1961. Without zoning changes, much of Gowanus will likely remain underdeveloped and underutilized and nearby neighborhoods will continue to become more costly. Strong demand for housing Citywide along with a rapidly growing and diversifying economy will continue to play out locally by pushing up housing prices and limiting housing that is affordable for households at lower incomes.

Originally designed to support many of the industrial uses in the immediately surrounding area with water access to shipping lanes, the utilization of the Canal as an industrial waterway has waned over the years and has disappeared north of the 9th Street Bridge. Today, Gowanus is significantly changed from the peak of its industrial past and is characterized by a mix of building forms and uses, including one- to two-story former industrial buildings, vacant or underutilized lots that are primarily used for open storage or parking, and larger loft-style buildings, many of which have been adaptively reused for commercial and art-related uses. The waterfront blocks contain a mix of commercial activity, parking lots, storage facilities, and light industrial facilities interspersed with vacant buildings and land. While the Canal is no longer used for industrial or commercial transport, it is accessed and used for recreational, educational and stewardship purposes. Many of the properties are contaminated from former industrial waste or through subsurface migration of pollutants.

Current zoning around the Canal allows industrial and some commercial uses with no new residential uses or affordable housing permitted. However, new non-residential development has been precluded by the existing zoning's relatively low permitted densities coupled with high parking, loading, and other requirements. The combination of outdated zoning and broader economic and demographic conditions has resulted in few new buildings constructed within the Project Area in the last few decades other than hotels and self-storage facilities. Since new commercial and industrial construction is mostly infeasible, former industrial buildings have been adaptively reused for commercial, light industrial, and arts-related uses. Two new apartment buildings were recently constructed after a private rezoning was approved in 2010 to allow a mix of uses, including residential.

Absent the Proposed Actions, future development in Gowanus would occur in a piecemeal manner and without the benefit a comprehensive plan to coordinate redevelopment activities, infrastructure investments, and appropriate densities and urban design controls. New residential development along 4th Avenue would continue without any requirements to provide needed

affordable housing. The Proposed Actions seek to avoid a haphazard approach to neighborhood development and would facilitate the implementation of the Plan by comprehensively updating the zoning on an approximately 80-block area to allow a wide range of uses including residential, commercial, retail, light industrial, arts-related, community facilities, and new open space.

The Proposed Actions would support new housing and jobs in a neighborhood with strong public transit access and in close proximity to the Central Business Districts of Downtown Brooklyn and Lower Manhattan. In addition, the Proposed Actions would work in tandem with the remediation activities in Gowanus by allowing new residential use where it is currently prohibited, by increasing density at select locations, and by requiring appropriate safeguards during construction and operation to protect the health and safety of workers and future occupants of new mixed-use developments from contamination. These changes are expected to spur the cleanup and redevelopment of Brownfield sites. The creation of a WAP as part of the zoning changes and proposed mapping of new parkland would create new waterfront public open space along the Canal, providing a recreational amenity for current and future residents.

Specifically, the Proposed Actions would create opportunities for new housing in mixed-use developments, particularly along major north–south (3rd and 4th Avenues) and east–west corridors (Union, Carroll, and 3rd Streets), around Thomas Greene Playground and along the Canal. In these areas, the Proposed Actions would provide significant amounts of new housing for current and future residents. The affordable housing that would be produced through the application of MIH would promote a diverse and inclusive mixed-income neighborhood.

The Proposed Actions would also create opportunities for new light industrial space, commercial space, arts-related space, and community facility space. The Proposed Actions would promote these opportunities in both new mixed-use buildings throughout the Project Area and, more directly, in portions of the Project Area that would be reserved exclusively for non-residential activity (portions of the midblocks between 3rd and 4th Avenues and an area around 4th and Hoyt Streets). In mixed-use buildings, the Proposed Actions would promote the integration and mixing of uses through ground floor use requirements at key locations and floor area incentives. Throughout the Project Area, zoning changes to allow a wider range of uses and flexibility for evolving business and land use types would be made along with promoting new community resources for civic, arts, and cultural organizations. The Proposed Actions would support the mixed-use character of the neighborhood and support the generation of new job opportunities. Taken as a whole, the Proposed Actions are expected to bring people to jobs and jobs to people.

The development that would occur on waterfront blocks pursuant to the Proposed Actions would achieve a variety of shared goals such as reactivating contaminated, vacant, and underutilized land, facilitating the creation of new housing, including permanently affordable housing, facilitating the creation of publicly accessible open space at the water's edge, facilitating the creation of new non-residential space and balancing the unusual physical conditions of Canal-front blocks. Development along the waterfront would also be required to raise the shoreline based on future projections of sea level rise, which would support on-going neighborhood-wide resiliency efforts.

The Proposed Actions would encourage a range of heights and building forms, allowing sufficient flexibility for building heights to achieve the development goals identified for the area while addressing unique site conditions and reflecting the existing built character of the Gowanus neighborhood. The range of permitted heights would address the existing low-scale context of certain adjacent areas while allowing limited portions of buildings to rise higher only on certain blocks and frontages. In order to provide an active and varied pedestrian experience, help foster a mixed-use neighborhood and respond to site conditions and constraints, the proposal includes

provisions that would require active ground floor uses in key locations, reducing or eliminating parking requirements, and screening parking and inactive ground floor portions of buildings, where appropriate. The Proposed Actions would also encourage new community resources and facilities through special floor area regulations and new open space through the mapping of parkland to support planning for a growing neighborhood. The Proposed Actions include approvals necessary to facilitate development of two City-owned sites. One is a nearly six-acre site commonly referred to as Public Place. The site is a major community asset and a brownfield site in need of substantial remediation. The Proposed Actions would facilitate new mixed-use development consisting of affordable housing, commercial uses, community facility space, and new waterfront open space, and it would advance many community priorities elevated during the neighborhood planning process. The other site is located on 4th Avenue and was the focus of prior discretionary action to facilitate affordable housing in 2002. The site was never developed and remains vacant. The Proposed Actions would facilitate the development of more affordable units on the site than was originally contemplated.

In addition, although not part of the proposed land use and zoning approvals described below, the Plan calls for strategic infrastructure and community investments, such as renovating and reopening the Gowanus Houses Community Center or reconstruction of key street ends along the Canal, which would support the envisioned new level of activity and the overall Plan, but they are not directly tied to the Proposed Actions. While the Proposed Actions are integral to the implementation of the overall Plan, they are not dependent on these additional components and as such are not part of a coordinated environmental review. Moreover, there are components of the Plan which are not yet known to a sufficient level of detail to include in this analysis.

The Proposed Actions reflect DCP's on-going engagement process with community boards, residents, business owners, community-based organizations, elected officials, and other stakeholders, to achieve the following land use objectives:

- Support existing clusters of economic activity and promote development of new job-generating uses through increased industrial and commercial density and updated parking and loading regulations in key areas;
- Provide opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income residents, while bringing existing residences into conformance with zoning;
- Facilitate the creation of new waterfront open space and neighborhood parks along the Canal through establishing a WAP and changes to the city map;
- Facilitate several shared neighborhood-wide goals, including promoting a walkable, vibrant, mixed-use neighborhood, brownfield remediation and activating key areas through permitting higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas;
- Create special rules to establish limits for height, bulk envelope and density that consider neighborhood context as well as other shared goals, including encouraging variation and diversity of future programing, open spaces, site planning, and design along the canal; and
- Support a successful neighborhood plan by institutionalizing a comprehensive planning framework that is inclusive of relevant capital infrastructure needs and services to support current demands and future growth.

DETAILED OBJECTIVES OF THE PROPOSED ACTIONS

SUPPORT EXISTING CLUSTERS OF ECONOMIC ACTIVITY AND PROMOTE DEVELOPMENT OF NEW JOB-GENERATING USES THROUGH INCREASED INDUSTRIAL AND COMMERCIAL DENSITY AND UPDATED PARKING AND LOADING REGULATIONS IN KEY AREAS

Current zoning in most of the Project Area allows industrial and some commercial uses and prohibits new residential uses. New non-residential development has generally been dis-incentivized by the existing zoning's relatively low permitted densities and high parking, loading and other requirements. The combination of outdated zoning and broader economic and demographic shifts has resulted in few new buildings constructed within the Project Area in the last few decades other than hotels and self-storage facilities. In certain areas, this has led to the adaptive reuse and conversion of former loft buildings to space for artist studios, co-working, technology, media and design firms, and other newly emerging business sectors as well as traditional distribution/warehousing and other light industrial uses. This trend has led to property reinvestment and spurred employment growth.

Overall, these trends and the resulting use mix have played a key role in creating Gowanus' existing character and vitality. While the Proposed Actions envision non-residential uses mixing with residential uses in some areas, other areas have been designated to remain exclusively for non-residential uses in order to support the existing unique business and use ecology. These areas were carefully selected based on the number and types of businesses, locations, and unique site conditions. These areas have key characteristics that can help support job-generating uses, including larger and more flexible properties, and are existing hubs of light industrial, commercial, and arts-related uses as well as being geographically situated near transit and major corridors.

The Proposed Actions seek to strengthen and promote these areas by maintaining them for industrial, commercial, and community facility uses, and by increasing the allowable density for job-generating uses and removing onerous requirements, such as required accessory parking and loading, that act as barriers to redevelopment and enlargements.

Through the establishment of the GSD, the Proposed Actions would modify maximum FARs for industrial, commercial, and community facility uses in portions of the Project Area, including the midblocks between 3rd and 4th Avenues and portions of the area bounded by 4th and Hoyt Streets, both of which are transit-accessible and adjacent to residential neighborhoods with strong walk-to-work rates.

PROVIDE OPPORTUNITIES FOR THE CREATION OF NEW, PERMANENTLY AFFORDABLE HOUSING WITH OPTIONS FOR LOW- AND MODERATE-INCOME RESIDENTS WHILE BRINGING EXISTING RESIDENCES INTO CONFORMANCE WITH ZONING

As New York City's economy and population continues to grow steadily, with a population expected to approach nine million by 2030, the City is challenged with addressing a shortage of all types of housing, especially apartments affordable to low- and moderate-income New Yorkers. In recent decades, areas in neighboring Carroll Gardens, Boerum Hill, and Park Slope were contextually rezoned to limit development in keeping with the existing prevailing built form. At the same time, these neighborhoods experienced an increase in the number and size of historic landmarks and districts, which has dramatically escalated the neighborhoods' desirability and value. This in turn placed mounting pressure for new residential development in the relatively small areas of Gowanus where residential space exists.

Currently, most of the Gowanus area is zoned for industrial and commercial uses, which does not allow residential uses as-of-right. Over the past century, industrial and manufacturing uses that historically defined the area have steadily declined, leaving vacant buildings/lots, storage, and parking facilities along with the environmental consequences of industrial use.

In areas proposed to allow residential use, the Proposed Actions would promote the development of housing, including permanently affordable housing, and facilitate mixed-income communities by requiring permanently affordable housing units, through the application of MIH, to be included in any new residential development, which is not required by zoning today. The Proposed Actions include zoning updates to allow mixed-use residential and commercial development at high densities in some areas and medium density development along key corridors served by transit to significantly expand the supply of housing.

The Canal blocks, portions of 3rd Avenue, Union and 3rd Streets, the area around Thomas Greene Playground, and 4th Avenue present the greatest opportunities for the development of affordable housing. These areas have some key characteristics including underutilized or vacant properties that are adjacent to or near planned major public realm improvements, existing parks, transit, and major corridors. The width of the streets and Canal, access to transit, and presence of a number of significant sites with potential for redevelopment provide these areas with the capacity to support significant growth.

Zoning changes to allow residential development at higher densities would make possible the construction of affordable apartment buildings and would greatly expand the neighborhood's supply of affordable housing. In addition, clusters of legal non-complying residential buildings, built prior to the 1961 ZR, exist on the east side of the Canal around Carroll Street and 3rd Avenue. The residential use of these buildings would become conforming under the Proposed Actions. Bringing these homes (many of which are located in the flood plain) into conformance with zoning would remove a significant barrier to financing and renovation for current and future owners, which, in turn, would remove impediments to flood resilient adaptations.

Within the Project Area, it is expected that the housing market is strong enough to result in new multi-family construction without the need for a variety of City and State financing programs for affordable housing. The application of MIH would guarantee that new market rate housing construction provides permanent affordable housing to address the needs of residents at lower income levels. New development is expected to produce significant amounts of affordable housing for low- and moderate-income households in a transit-rich area adjacent to thriving neighborhoods.

FACILITATE THE CREATION OF NEW WATERFRONT OPEN SPACE AND NEIGHBORHOOD PARKS ALONG THE CANAL THROUGH A WAP AND CHANGES TO THE CITY MAP

Today, access to the waterfront and its edge is limited and inconsistent. To support the vision for this area, the Proposed Actions would establish a WAP that includes a set of rules and regulations to facilitate the creation of high quality public open space through future redevelopment along the waterfront. The WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Canal from surrounding neighborhoods and to address the configuration and varied conditions along the Canal's edge. The WAP would also modify certain design standards for public access to address the unique character of the Canal.

The WAP and the GSD would ensure that new development creates welcoming access to the Canal, responds to its distinct character and creates a resilient shoreline that supports neighborhood-wide resiliency and adaption strategies for climate change and sea level rise.

The Proposed Actions also include a series of City Map changes to eliminate certain streets and street segments and map new streets. The Proposed Actions would demap a portion of Bond Street and map it as parkland to promote a continuous waterfront network of neighborhood parks and open space. New mapped parkland would establish acres of open space along the Canal, and new mapped streets would provide access to new developments and venues for civic, economic, and public realm activities along active, mixed-use streets.

FACILITATE SEVERAL SHARED NEIGHBORHOOD-WIDE GOALS, INCLUDING PROMOTING A WALKABLE, VIBRANT, MIXED-USE NEIGHBORHOOD, BROWNFIELD REMEDIATION AND ACTIVATING KEY AREAS THROUGH PERMITTING HIGHER DENSITIES AND A BROADER RANGE OF USES AND INCENTIVIZING OR REQUIRING NON-RESIDENTIAL USES IN SELECT AREAS

The existing zoning within the Project Area discourages redevelopment and brownfield remediation by restricting residential use and the total amount of allowed development. Zoning changes to allow medium- to higher-density development and a greater variety of uses along the key corridors of 3rd and 4th Avenues, Union and 3rd Streets, and along the Canal and around Thomas Greene Playground would promote mixed-use development with housing, commercial, light industrial, arts-related, and community facility space. Allowing new residential uses at medium to higher densities in key locations would encourage the redevelopment and remediation of sites that have been contaminated by former industrial uses. Remediation would be implemented through the placement of E-Designations or comparable binding mechanisms that require the approval of appropriate testing and remedial measures prior to the issuance of construction permits and Certificates of Occupancy by the Department of Buildings (DOB).

In addition, the Proposed Actions would help bring a critical mass of residents and workers to the area that would support a greater diversity of retail offerings, activate streetscapes, and public spaces. The Proposed Actions would allow for a wide range of uses including commercial, industrial, arts-related, community facility, and residential uses. The Proposed Actions would help transform the existing waterfront to one that offers a diversity of housing options, shopping, entertainment, jobs, and services to the surrounding neighborhood and draws visitors from the broader region.

The Proposed Actions would require non-residential ground floor uses (i.e., commercial space, light industrial space, arts-related space, or community facilities) along key corridors and around certain planned investments and improvements and require active ground floor uses at Canal crossings, which are critical junctures for east-west travel and the envisioned new public esplanade. The Proposed Actions would promote active ground floors and second-story non-residential uses along main thoroughfares, canal crossings, and around Thomas Greene Playground, which would support the shared goals of a mixed-use neighborhood and promote job-generating uses. The broad range of uses would allow existing businesses to continue to operate, expand, and grow within the neighborhood while allowing a greater range of uses within new mixed-use developments.

CREATE SPECIAL RULES TO ESTABLISH LIMITS FOR HEIGHT, BULK ENVELOPE, AND DENSITY THAT CONSIDER NEIGHBORHOOD CONTEXT AS WELL AS OTHER SHARED

GOALS, INCLUDING ENCOURAGING VARIATION AND DIVERSITY OF FUTURE PROGRAMING, OPEN SPACES, SITE PLANNING, AND DESIGN ALONG THE CANAL

The Proposed Actions would encourage a range of heights and building forms, allowing sufficient flexibility for building heights to achieve the many goals for development in the area while addressing unique site conditions and reflecting the existing built character of the Gowanus neighborhood. The range of permitted heights would address the existing low-scale context of certain adjacent areas while allowing limited portions of buildings to rise higher on blocks with sufficient depth to achieve a transition among building heights.

Along Bond Street, between Douglass and 3rd Streets, the base of new buildings would be limited to five stories, and along Nevins Street, between Degraw and Carroll Streets, the base of new buildings would be limited to between six and eight stories. By limiting base heights adjacent to existing low-scale residential areas and allowing buildings to rise higher towards the midblock (up to 22 stories), the effect of the proposed maximum building heights would be minimized at street level and along the Canal. In other locations, building heights would generally relate to the width of streets: along narrow streets, building heights would be approximately five stories (in the vicinity of Carroll Street and Third Avenue); buildings along Union Street would have heights ranging between seven and nine stories; and buildings around Thomas Greene Playground, where the open space provides an opportunity for additional height, buildings would rise to 14 stories. At 120 feet wide, 4th Avenue is the widest street in the Project Area. New developments along 4th Avenue would include affordable housing and would have building heights up to 17 stories.

Development on waterfront blocks would achieve a variety of goals such as reactivating vacant and underutilized land; facilitating the creation of new housing, including affordable housing; facilitating the creation of publicly accessible open space at the canal's edge; and balancing the unusual physical conditions of Canal-front blocks, which are subject to flood zone limitations and public access requirements. Consistent with the requirements of waterfront zoning, the Proposed Actions would also require the development and maintenance of publicly accessible open spaces at the Canal's edge as a condition of new residential or commercial development on sites adjacent to the Canal. The special rules would shape a built form that responds to the waterfront condition and adjacent context and promote a variety of built forms. The proposed zoning changes would also require active ground floor uses at certain locations, such as canal crossings, which are critical junctures for east–west travel and the envisioned new public esplanade. The Proposed Actions would help transform the waterfront to one that offers a diversity of housing options, shopping, entertainment, jobs, and services to the surrounding neighborhood and draw visitors from the broader region.

SUPPORT A SUCCESSFUL NEIGHBORHOOD PLAN BY INSTITUTIONALIZING A COMPREHENSIVE PLANNING FRAMEWORK THAT IS INCLUSIVE OF RELEVANT CAPITAL INFRASTRUCTURE NEEDS AND SERVICES TO SUPPORT CURRENT DEMANDS AND FUTURE GROWTH

Without zoning changes, much of Gowanus would remain underdeveloped and underutilized and the vision outlined in the Plan would not be realized. In the future, some property owners in Gowanus may seek discretionary land use approvals to allow for development that contains a mix of uses, including residential development, and others may choose to develop their sites on an as-of-right basis under existing zoning. Absent the Proposed Actions, future development would occur in a piecemeal manner and without the benefit of a comprehensive plan to coordinate redevelopment activities, infrastructure investments, and appropriate densities and urban design controls across the neighborhood. The Proposed Actions are intended to address community

concerns about insufficient infrastructure and poor building design that is not reflective of the neighborhood's existing character.

The Proposed Actions would catalyze new development and modify and enhance the character of the Project Area. As a part of the Neighborhood Study, it was essential to coordinate not only with community partners, but also multi-agency partners to ensure that the Plan was inclusive of the relevant capital infrastructure needs and services to support growth within the Project Area.

Although many of the infrastructure and service needs are outside of the purview of zoning, they are crucial to the planning and development of the community. The Framework, through its recommendations, highlighted a number of community needs. It has been used as a guide to inform the ongoing engagement process and work between the community and the City and has been instrumental in formulating the planning framework. DCP, in coordination with other City agencies, continues to work with community members, stakeholders and elected officials to address as many of the recommendations, as feasible, to ensure that relevant infrastructure and service needs are a part of the overall planning process.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to help implement the objectives of a Gowanus Neighborhood Plan and a shared long-term vision for the future of the neighborhood to create affordable housing; spur economic and job growth; facilitate brownfield remediation; foster safer, active streets; create a vibrant, accessible and resilient waterfront; and generate new community resources. To accomplish these goals, DCP is proposing zoning map amendments, zoning text amendments, and changes to the City Map that would affect approximately 80 blocks surrounding the Gowanus Canal and a segment of 4th Avenue. These areas include or are adjacent to portions of the Gowanus, Carroll Gardens, Boerum Hill, and Park Slope neighborhoods in Brooklyn, Community Districts 2 and 6. The affected area is generally bounded by Bond, Hoyt, and Smith streets to the west, 3rd and 4th Avenues to the east, Huntington, 3rd, 7th, and 15th Streets to the south, and Warren, Baltic, and Pacific Streets to the north. In addition, HPD is seeking UDAAP designation, project approval and disposition of City-owned property for sites under its jurisdiction on Blocks 471 and 1028. NYC Parks is proposing the mapping of new parkland on a portion of the City-owned site on Block 471 and at the street end of Bond Street and the Canal.

DCP will be acting as lead agency on behalf of the CPC and will conduct a coordinated environmental review. HPD will be the applicant for the UDAAP applications on City-owned sites. NYC Parks will be applicant for the parkland mapping action. HPD and NYC Parks will serve as involved agencies under CEQR.

The Proposed Actions include discretionary land use approvals that are subject to review under ULURP, Section 200 of the City Charter, and the CEQR process. The Proposed Actions consist of the following discretionary approvals:***Zoning Map Amendments.***

Zoning Map Amendments. The Proposed Actions would change the zoning in an approximately 80-block area of Gowanus. The proposed zoning districts are shown in Figure 4. The Proposed Actions include Zoning Map Amendments to:

Rezone all or portions of existing R6, R6B, R8A, C8-2, M1-2, M2-1, and M3-1 zoning districts with R6B, R6A, M1-4/R6B, M1-4/R6A, M1-4/R7A, M1-4/R7-2, M1-4/R7X, C4-4D, and M1-4 zoning districts.

Eliminate an existing C2-4 overlay along 4th Avenue and replace with a C4-4D district within the GSD.

Zoning Text Amendments.

The Proposed Actions include Zoning Text Amendments to:

- Establish the GSD within the Project Area (see **Figure 5**). The proposed special district would create special use, floor area, bulk, and parking regulations on both waterfront and non-waterfront blocks and would establish special height and setback regulations for buildings on waterfront blocks and on select corridors among other special rules;
- Create the Gowanus WAP for the waterfront blocks within the Project Area. The proposed WAP would specify the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Canal from surrounding neighborhoods and to address the configuration of and varied conditions along the Canal. The WAP would also modify requirements and standards for public access to address the unique character of the Canal; and
- Amend Appendix F of the ZR to apply the MIH program to the proposed M1-4/R6B, M1-4/R6A, M1-4/R7A, M1-4/R7-2, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created (see **Figure 6**).

City Map Amendments.

The Proposed Actions include City Map Amendments to:

- Map portions of Block 471, Lots 1 and 100 as parkland;
- De-map Bond Street south of 4th Street and re-establish it as mapped parkland;
- Remove the Public Place designation on Block 471;
- Map new public streets on Block 471; and
- De-map 7th Street between Smith Street and the Gowanus Canal.

Disposition Approval and Urban Development Action Area Project Designation. The Proposed Actions includes UDAAP designation of HPD-owned property on Block 471 and project approval for the purpose of disposition and development pursuant to the proposed zoning. The UDAAP disposition actions and related approvals are described in more detail below under "Actions Necessary to Support the Gowanus Green Development." In addition, HPD is seeking UDAAP designation and disposition approval of a City-owned site at 485-487 4th Avenue (Block 1028, Lot 7). The CPC approved the disposition of the site on August 21, 2002 (Calendar 11; N 020634 HAK). The approval was for the development of a two-story, 8-bed affordable group home for young people with disabilities. The site was never developed and remains vacant. HPD is proposing a new UDAAP designation to permit an affordable mixed-use residential development pursuant to the proposed zoning to facilitate the development of more affordable units than originally contemplated.

PROPOSED ZONING MAP AMENDMENTS

The Proposed Actions would replace all or portions of existing R6, R6B, R8A, C8-2, M1-1, M1-2, M2-1, and M3-1 zoning districts with R6B, R6A, M1-4/R6B, M1-4/R6A, M1-4/R7A, M1-4/R7-2, M1-4/R7X, C4-4D, M1-4 and M1-4 zoning districts. The proposed rezoning would also establish the GSD boundaries within the Project Area. The proposed special district would create the WAP and special use, bulk, and parking regulations on both waterfront and non-waterfront blocks and would establish special height and setback regulations for buildings on waterfront blocks and on select corridors. The proposed rezoning would also eliminate existing C2-4 districts

mapped with existing R8A districts along 4th Avenue from 15th Street to Pacific Street. The proposed rezoning would replace the R8A/C2-4 district and Enhanced Commercial District along 4th Avenue within the Project Area with the proposed C4-4D district and the GSD. **Figure 4** presents the proposed zoning map changes, which are discussed in greater detail below.

The special district would modify certain regulations of underlying proposed zoning districts. These proposed districts are described below, including a brief description of the existing regulations in comparison to the modifications proposed through the special district. A more detailed description of the provisions of the proposed special district can be found in the below section "Proposed Text Amendments - Special Gowanus Mixed-Use District."

PROPOSED M1-4 (WITHIN THE GSD)

(Existing M1-1, M1-2, M3-1, and C8-2 Districts)

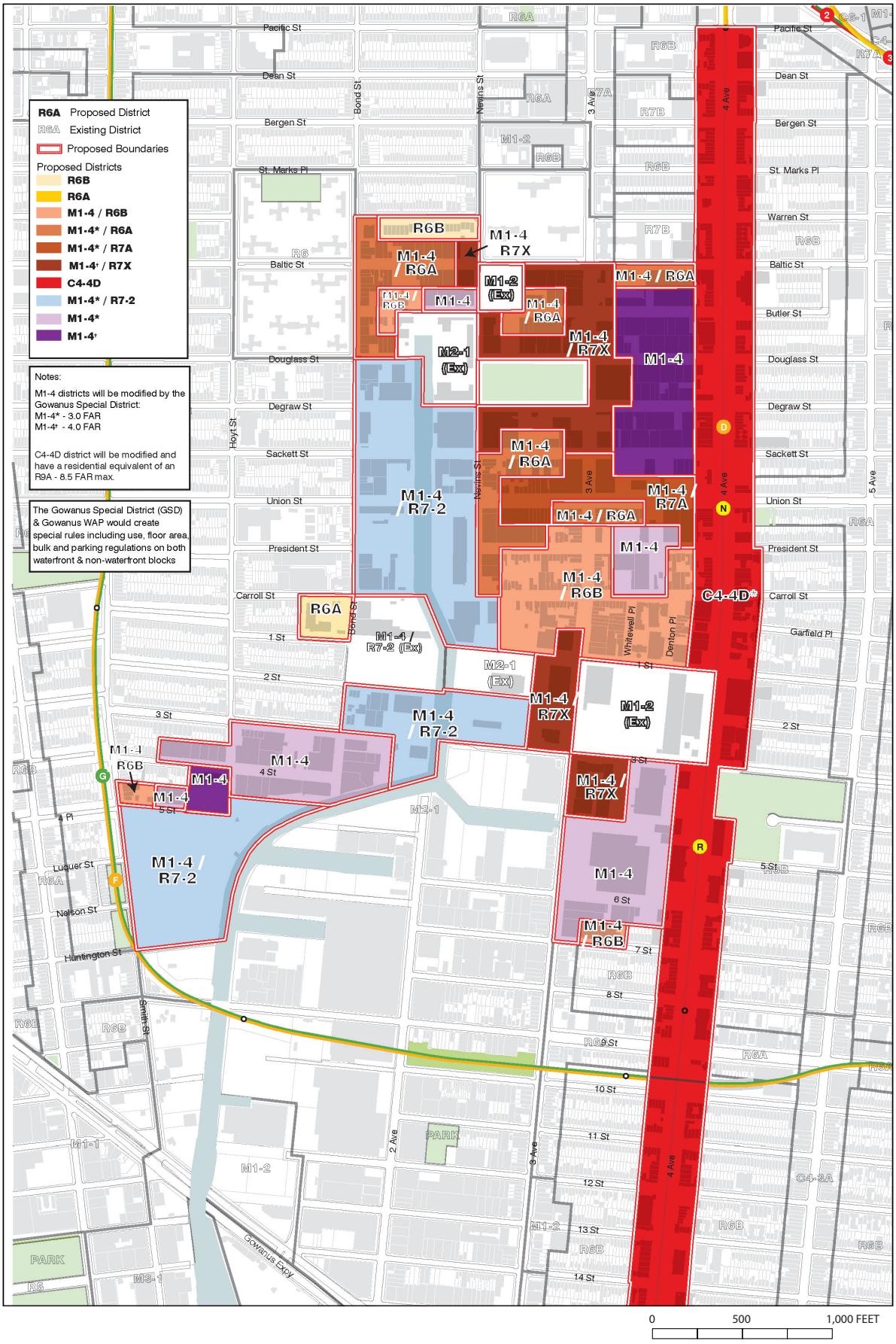
M1-4 district are proposed on approximately 15 full or partial blocks in four areas:

- On portions of five blocks along 3rd, 4th and 5th Streets between Smith and Bond Streets currently zoned M1-1 and M3-1;
- On portions of two blocks bounded by 3rd and 4th Avenues, 6th and 7th Streets and 3rd Street currently zoned C8-2;
- On Butler Street, between Bond and Nevins Streets;
- On portions of two blocks along President Street, between 3rd and 4th Avenues currently zoned M1-2;
- On portions of five blocks along Butler, Douglass, Degraw, and Sackett Streets between 3rd and 4th Avenues currently zoned M1-2; and
- On a portion of the block bounded by Hoyt, 4th, and 5th Streets currently zoned M3-1.

Typically, M1-4 districts permit commercial and light industrial uses up to 2.0 FAR and community facility uses up to 6.5 FAR. Building height and setbacks in M1-4 districts are controlled by a sky exposure plane, and commercial and community facility buildings can be constructed as towers. No off-street accessory parking is required in M1-4 zoning districts.

The Proposed Actions would establish M1-4 districts within the Project Area. The GSD would modify the M1-4 district to fill the need for a medium density contextual district that allows commercial, industrial, and community facility uses at a moderate density in appropriate locations. As modified, the proposed M1-4 district would support the goals and objectives of the Gowanus Neighborhood Plan by being mapped throughout the Project Area in isolation and paired with residential districts, which are described individually below.

Specifically, M1-4 districts, as modified, would allow retail and entertainment uses at a maximum FAR of 2.0 and industrial, community facility and other commercial uses, such as office and arts-related uses at an FAR of 3.0 or 4.0, depending on the location. The 3.0 FAR district would allow buildings to rise to 65 feet before setting back and rising to a maximum height of 85 feet. The 4.0 FAR district would allow buildings to rise to 95 feet before setting back and rising to a maximum height of 115 feet. An additional 30 feet would be allowed for sites larger than 20,000 sf. Use groups 3-14, 16, 17, and 18 would be allowed. No new residential use would be permitted. No off-street accessory parking is required in M1-4 zoning districts.



Source: NYC Department of City Planning

Proposed Zoning

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 4

A more detailed description of the provisions of the proposed special district can be found in the below *section* "Proposed Text Amendments - Special Gowanus Mixed-Use District."

PROPOSED R6B

(Existing R6 District)

An R6B district is proposed for one partial block along Warren Street between Bond and Nevins Street currently zoned R6.

R6B is a typical row house district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0 (2.2 residential FAR in areas designated as part of the Inclusionary Housing program). Building base heights must be between 30 and 40 feet, with 10-foot setbacks on a wide street and a 15-foot setback on a narrow street, before rising to a maximum height of 50 feet. New development in the proposed R6B district would be required to lineup with adjacent structures to maintain a continuous street wall. Under the proposed GSD, accessory off-street parking would be required for 20 percent of market-rate DUs. No accessory parking would be required for affordable DUs.

PROPOSED R6A

(Existing R6B District)

An R6A district is proposed for one partial block along Bond Street between Carroll and 1st Streets currently zoned R6B.

R6A districts allow residential and community facility uses up to 3.0 FAR (3.6 FAR in areas designated as part of the Inclusionary Housing program). The district allows up to 3.90 FAR for affordable independent residences for seniors (AIRS). The building form requires a street wall between 40 and 60 feet, a setback above the maximum base height of 60 feet, and a maximum building height of 70 feet. The proposed GSD would reduce the underlying R6A district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs. No accessory parking would be required for affordable DUs.

PROPOSED M1-4/R6B

(Existing M1-1, M1-2, M2-1 and C8-2 Districts)

M1-4/R6B districts are proposed for 12 full or partial blocks in four areas:

- Along Bond Street between Baltic and Douglass Streets currently zoned M1-2 and M2-1;
- Along 3rd Avenue between Nevins Street and 4th Avenue currently zoned M1-2 and M2-1;
- Along 7th Street between 3rd and 4th Avenues currently zoned C8-2; and
- Along Smith Street between 4th and 5th Streets currently zoned M1-1.

M1-4/R6B districts allow a maximum FAR of 2.2 for residential uses with MIH, and 2.0 for industrial, community facility, and commercial uses. Residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 30 to 45 feet, a setback above the street wall and a maximum building height of 55 feet. No accessory parking are required for non-residential uses or affordable DUs.

The GSD would modify the bulk regulations so that both non-residential and residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program may have a street wall of 30 to 45 feet, a setback above the street wall and a maximum building height of 55

feet (which currently would only apply to residential buildings). The proposed GSD would reduce the underlying R6B district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

A description of the provisions of the proposed special district can be found in the below section "Proposed Text Amendments - Special Gowanus Mixed-Use District."

PROPOSED M1-4/R6A

(Existing M1-2 and M2-1 Districts)

M1-4/R6A districts are proposed for eleven full or partial blocks in four areas currently zoned M1-2:

- Along blocks between Warren and Douglass Streets and between Bond and Nevins Streets;
- Along the midblock of Baltic Street between 3rd and 4th Avenues;
- Along the east side of Nevins Street between Union and Carroll Streets and portions of the midblocks between Sackett and President Streets;
- Along the southern portion of Union Street at the intersection of 3rd Avenue; and
- Along the midblock of Butler Street between Nevins Street and 3rd Avenue.

M1-4/R6A districts allow a maximum FAR of 3.6 for residential uses with MIH, 3.0 for community facility uses and 2.0 for commercial and manufacturing uses. Residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 40 feet to 65 feet, a setback above the street wall and a maximum building height of 85 feet. No accessory parking is required for non-residential uses or affordable DUs.

The GSD would modify the bulk regulations so that both non-residential and residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 40 feet to 65 feet, a setback above the street wall and a maximum building height of 85 feet (which currently would only apply to residential buildings). The proposed GSD would reduce the underlying R6A district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

A description of the provisions of the proposed special district can be found in the below section "Proposed Text Amendments - Special Gowanus Mixed-Use District."

PROPOSED M1-4/R7A

(Existing M1-2 District)

An M1-4/R7A district is proposed for four partial blocks along Union Street between Nevins Street and 4th Avenue currently zoned M1-2.

M1-4/R7A districts allow a maximum FAR of 4.6 for residential uses with MIH, 3.0 for community facility uses and 2.0 for commercial and manufacturing uses. Residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 40 feet to 75 feet, a setback above the street wall and a maximum building height of 95 feet. No accessory parking is required for non-residential uses or affordable DUs.

The GSD would modify the bulk regulations so that both non-residential and residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 40 feet to 75 feet, a setback above the street wall and a maximum building height of

95 feet. The proposed GSD would reduce the underlying R7A district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

A description of the provisions of the proposed special district can be found in the below section "Proposed Text Amendments - Special Gowanus Mixed-Use District."

PROPOSED M1-4/R7X

(Existing M1-2, M2-1, and C8-2 Districts)

M1-4/R7X districts are proposed for 11 full or partial blocks in two areas:

- Between Baltic and Sackett Streets along 3rd Avenue, and around Thomas Greene Playground;
- On portions of two block frontages at the intersection of Baltic and Nevins Streets; and
- Along 3rd Avenue between 1st and 3rd Streets.

M1-4/R7X districts allow a maximum FAR of 6.0 for residential uses with MIH, 5.0 for community facility uses and 2.0 for commercial and manufacturing uses. Residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 60 to 105 feet, a setback above the street wall and a maximum building height of 145 feet. No accessory parking would be required for non-residential uses or affordable DUs.

The GSD would establish a maximum FAR of 5.6 for residential uses with MIH and would modify the height and setback regulations so that both non-residential and residential buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a street wall of 60 to 105 feet, a setback above the street wall and a maximum building height of 145 feet. The proposed GSD would reduce the underlying R7X district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

A description of the provisions of the proposed special district can be found in the below section *"Proposed Text Amendments - Special Gowanus Mixed-Use District."*

PROPOSED M1-4/R7-2

(Existing M2-1 and M3-1 Districts)

M1-4/R7-2 districts are proposed on approximately 13 full or partial blocks in three areas:

- On waterfront blocks between Douglass and Carroll Streets on the west side of the Canal, and Degraw Street and 1st Street on the east side of the Canal;
- On waterfront blocks that front 3rd Street on the west side of the Canal and between 2nd and 3rd Streets on the east side of the Canal; and
- On a waterfront block that fronts Smith and 5th Streets along the west side of the Canal.

M1-4/R7-2 districts allow a maximum FAR of 3.44 for residential uses with MIH, 6.5 for community facility uses and 2.0 for commercial and manufacturing uses. No accessory parking is required for non-residential uses or affordable DUs.

The GSD would establish a maximum FAR of 4.4 for residential uses and a total maximum built FAR for any development site would be 5.0. Special street wall, height, and bulk envelope regulations would be controlled by the proposed GSD along with other special urban design and parking provisions, which are described in more detail below. The proposed GSD would reduce

the underlying R7-2 district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

A description of the provisions of the proposed special district can be found in the below section *"Proposed Text Amendments - Special Gowanus Mixed-Use District."*

PROPOSED C4-4D WITHIN GSD

(Existing M1-2, C8-2, and R8A Districts)

C4-4D district is proposed on 50 partial block frontages along 4th Avenue between Pacific and 15th Streets currently zoned R8A, M1-2, and C8-2.

C4-4D is typically an R8-equivalent district that permits residential development up to 7.2 with MIH, commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR. Typically, buildings in C4-4D districts require a base height between 60 and 85 feet and a maximum building height of 120 feet. No accessory parking is required for or affordable DUs.

The GSD would establish a maximum FAR of 8.5 for residential uses with MIH (R9A equivalent) and modify the height and setback regulations so that buildings with qualifying ground floors developed pursuant to the Inclusionary Housing Program have a maximum base height of 125 feet and a maximum building height of 175 feet on wide streets. The proposed GSD would eliminate the non-residential parking requirement and reduce the underlying C4-4D district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

PROPOSED ZONING TEXT AMENDMENTS

DCP proposes a series of text amendments to facilitate the land use objectives of the Gowanus Neighborhood Plan. The following is a description of the proposed text amendments.

SPECIAL GOWANUS MIXED-USE DISTRICT

A special district known as the GSD would be mapped within the Project Area and on waterfront blocks affected by the Proposed Actions (see **Figure 5**). The proposed GSD would create special use, floor area, bulk, and parking regulations on both waterfront and non-waterfront blocks and establish special height and setback regulations for buildings on waterfront blocks and key corridors. A summary of the provisions of the proposed GSD follows:

Modify the established M1-4, M1-4 (w/ R6B), and C4-4D districts throughout the Project Area to support the overall goals and objectives of the Gowanus Neighborhood Plan.

Table 2
Proposed Modification to Certain Manufacturing Districts

	M1-4 (w/ R6B)	M1-4*		C4-4D
Use Groups	3-14, 16, 17, 18			1-6, 8-10, 12
Maximum FAR	2	3	4	8.5
Industrial	2	3	4	-
Community Facility	2	3	4	6.5
Commercial	2	3	4	3.4
Retail / Entertainment	2	2	2	
Parking Requirements				
Non-Residential	None			
Affordable Units				
Market Rate Units	20%	-	-	20%

M1-4 would allow the following depending on the location. See **Figure 4.*

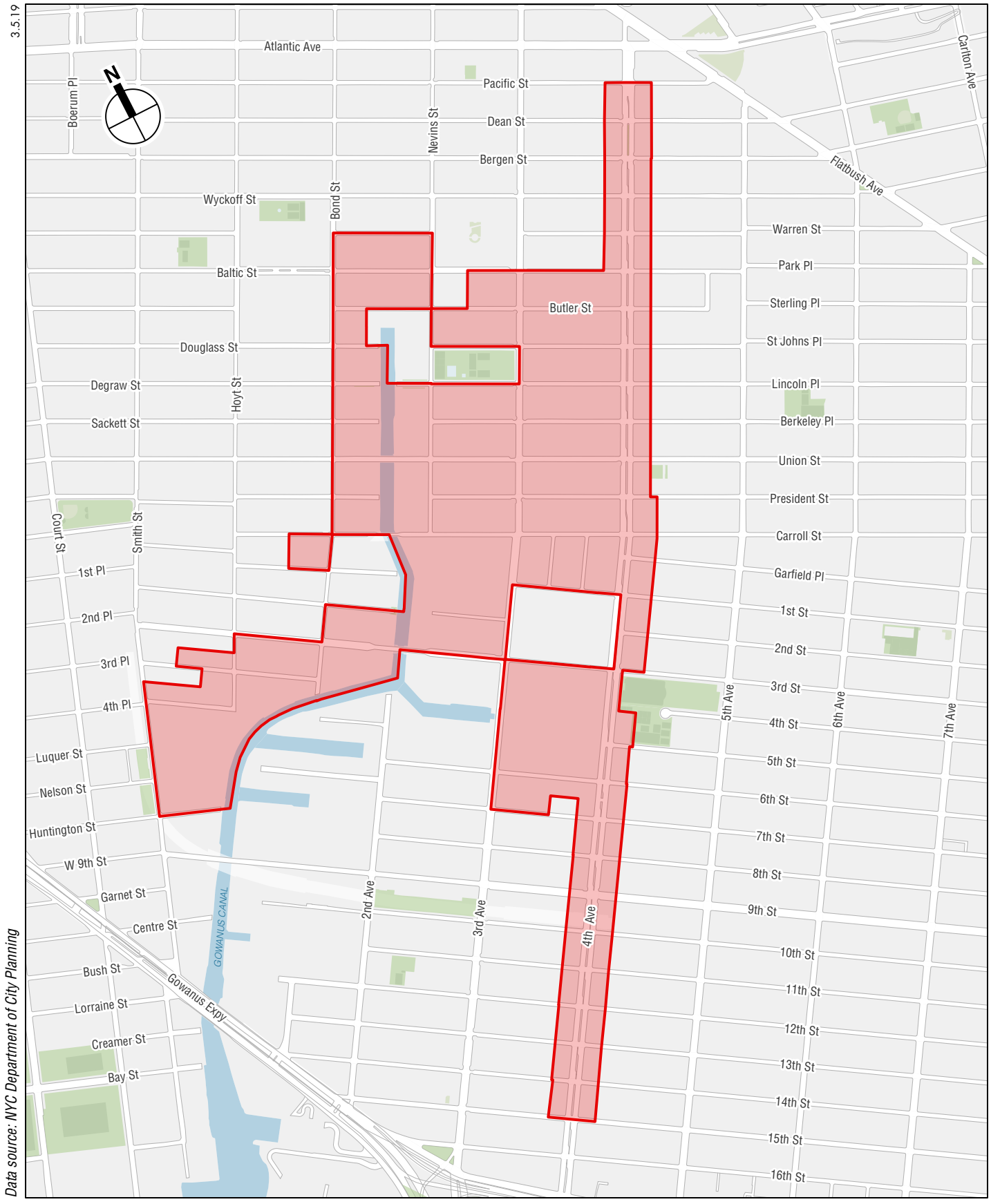
Use Regulations

As described above, the GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses, expand the types of community facility and commercial uses permitted as-of-right and allow for additional flexibility for location of uses within the same building. The GSD would establish certain streetscape requirements to encourage a pedestrian-friendly environment, including requirements for ground floor use in key locations, like cross-canal connectors, on a percentage of building frontages, and screening requirements for off-street parking facilities.

The GSD would include supplemental ground floor use regulations in key locations to require active non-residential or commercial uses and minimum levels of transparency as well as limit curb cuts, where appropriate. Non-residential ground floor uses (i.e., commercial space, light industrial space, arts-related space, or community facilities) would be required along key corridors (4th and 3rd Avenues, Union and 3rd Street) and around certain planned investments and improvements (Thomas Green Playground) and would require active ground floor use requirements at Canal crossings within the rezoning area, which are critical junctures for east-west travel and the envisioned new public esplanade space. Overall, the controls would foster a safe, varied, and walkable pedestrian experience along major corridors and at key locations where access to the waterfront esplanade should be encouraged. The ground floor requirements would also help activate and create a mixed-use neighborhood in other areas where major private and public investments are planned for the public realm.

Floor Area Regulations

In key locations, the GSD would apply special FAR regulations to ensure a desirable mix of residential, commercial, light industrial, arts-related and production uses that support the objectives of the Plan. Incentives would be applied to districts that are primarily proposed along the Canal and around Thomas Green Playground to promote mixed-use residential buildings which include a diversity of non-residential uses. One would incentivize the inclusion of a wide range of non-residential uses allowed in the proposed districts. The other would incentivize inclusion of a more specific set of uses that include light industry, arts-related, cultural, civic and uses; and repair and production services. Along 4th Avenue, the GSD would modify the underlying C4-4D district to have a R9A equivalent maximum residential FAR of 8.5 FAR. The GSD would also apply special FAR regulations to promote community resources such as schools.



Special Gowanus Mixed-Use District

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 5

Street Wall Location and Bulk Envelope

The GSD would require a five-foot sidewalk setback on both sides of Nevins Street from Degraw to Carroll Streets, and a five-foot sidewalk widening on both sides of 3rd Avenue from Baltic to Union Streets. Additional street wall location requirements would be required at certain bridge crossings. The GSD would modify typical yard regulations to allow rear yards to be provided at a height of 30 feet, as opposed to 23 feet, to accommodate higher floor to ceiling heights that commercial and industrial uses typically require, increasing the viability of these spaces in mixed-use buildings. The GSD would remove the location requirement of rear yard equivalents in through lots, which would allow rear yard equivalents to be located anywhere within the lot, provided that the dimensional requirements are met.

In addition to the zoning requirements of the underlying districts, the GSD would create the special rules for the Canal blocks. Along the frontages of Bond Street, the base of a building would be limited to a height of 55 feet followed by a required setback of 15 feet. Along the frontages of Nevins Street and the Canal, the base of a building would be limited to a height of 65 feet followed by a required setback of 15 feet. Within a distance of 65 feet from Bond Street, building heights would be limited to a height of 65 feet. Beyond these frontages, building heights would be limited to a maximum of 85 feet. Building portions above a height of 85 feet would be considered a "tower" with a maximum height of 215 feet after a setback of 15 feet above the base height and 30 feet from the waterfront yard. Certain side streets would have a base height of 85 feet. An additional 30 feet of height would be allowed for developments on lots greater than 20,000 sf in the modified M1-4 districts to accommodate larger office buildings.

Public Access Area

In key locations, the GSD would support public access to existing or future neighborhood resources, like the waterfront, which is proposed to be daylighted as part of the Canal Superfund remedy. Public access to neighborhood resources would help facilitate key goals of the neighborhood plan including the future development of new public open spaces and a continuous waterfront public access area.

Parking and Loading Regulations

As detailed in the descriptions of each proposed district, the GSD would modify the underlying accessory residential parking requirements to 20 percent of market-rate DUs. The modification would address site conditions and facilitate active ground floor use for a percentage of site frontage. To encourage a more vibrant, active and safe 4th Avenue, the GSD would allow for existing ground floor parking to be replaced by active ground floor uses. Loading requirements would be modified to better reflect modern business needs.

Transit Easement Zones

Under the proposed GSD, owners of lots adjacent to subway stations along 4th Avenue within the Project Area would be required to coordinate with the Metropolitan Transportation Authority (MTA) and with the City Planning in order to obtain a CPC Chairperson Certification prior to any development. This process will determine whether an easement, zoning relief or other interventions on the zoning lot would be needed to allow for station improvements. Any floor area utilized by the MTA for station circulation improvements would be exempted from FAR calculations and any development required to provide an easement for an improvement would be allowed to rise an additional story (10 feet).

Waterfront Access Plan

The GSD would establish the Gowanus Waterfront Access Plan (WAP) in order to institutionalize a framework by which a continuous shore public walkway would be constructed over time through a mix of public and private investment. The WAP would cover the waterfront blocks within the Project Area. Redevelopment, enlargements and/or changes of use on the waterfront would be required to comply with waterfront zoning regulations.

Standard Waterfront Access Area (WPAA) guidelines generally require a minimum 40-foot shore public walkway on typical sites and a minimum of 30-foot shore public walkway on certain constrained sites, and on larger sites supplemental public access areas that ensure that 20 percent of the lot is devoted to waterfront public access. WPAA guidelines are broad guides for waterfront open space that apply throughout the City. In the case of unique places, like the Gowanus Canal, standard application of WPAA guidelines is often challenging if not impossible and may not respond to the unique nature of the local waterfront context. Moreover, simply applying the existing WPAA guidelines will not support the community vision for a unique open space with a diversity of experiences along the Canal. The Gowanus WAP would modify the underlying standard WPAA requirements to address the unique character of the Canal and support the overall goals outlined in the Gowanus Plan.

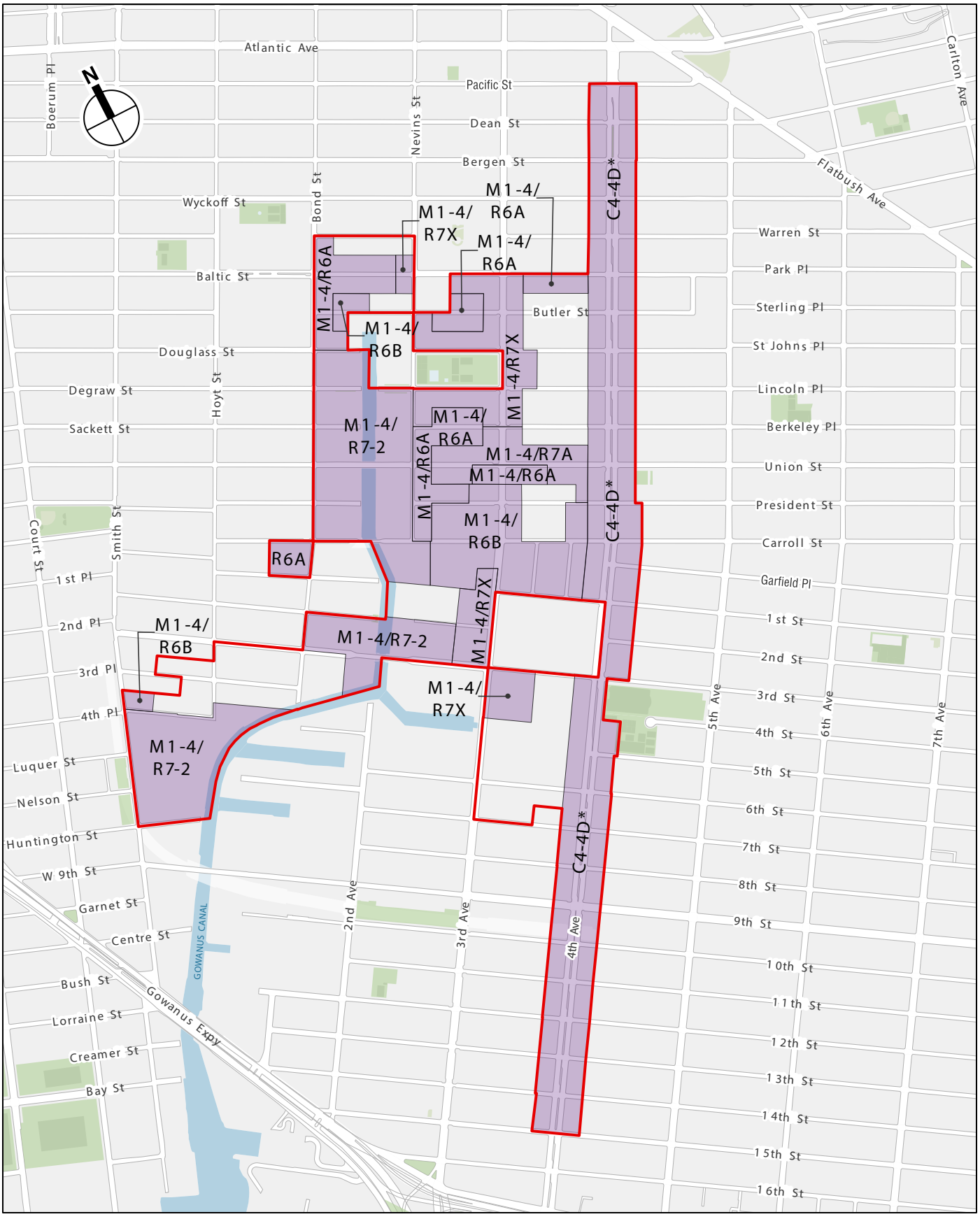
Specifically, the WAP, in conjunction with the proposed zoning districts and GSD, would establish the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Canal from surrounding neighborhoods and to address the varied lot configurations and conditions along the Canal's edge. The WAP would modify requirements and standards for public access. It would also modify typical dimensional and grading requirements, permitted obstructions and design standards for public access, to allow and encourage unique design solutions that are impossible under standard WPPA regulations, such as flood-resilient esplanades. The WAP would ensure long-term continuity of public access across all sites along the Canal, including at street ends, and at bridge crossings, with maximum grade-change constraints.

MANDATORY INCLUSIONARY HOUSING PROGRAM

As detailed in the descriptions of the proposed zoning districts, the Proposed Actions would amend Appendix F of the ZR to apply MIH to the proposed R6A, M1-4/R6B, M1-4/R6A, M1-4/R7A, M1-4/R7-2, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created (see **Figure 6**).

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped "Mandatory Inclusionary Housing Areas" (MIH Areas). The program requires permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning square feet within the MIH Areas or, as an additional option for developments between 10 and 25 units, or 12,500 sf to 25,000 sf, a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals (BSA) for a special permit to reduce or modify the requirements. Developments, enlargements, or conversions that do not exceed either 10 units or 12,500 sf of residential floor area would be exempt from the requirements of the program.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside.



Mandatory Inclusionary Housing Area

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 6

Option 1 would require 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 would require 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3 would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. The City Council and CPC could decide to apply an additional, limited Option 4 for markets where moderate- or middle-income development is marginally financially feasible without subsidy. For all options, no units could be targeted to residents with incomes above 130 percent AMI.

PROPOSED AMENDMENT TO THE SPECIAL ENHANCED COMMERCIAL DISTRICT – 1

The Proposed Actions would modify the EC, which was mapped along portions of 4th Avenue in 2011 to enhance the vitality of emerging commercial districts ensuring that a majority of the ground floor space within buildings is occupied by commercial establishments that enliven the pedestrian experience along the street. The Proposed Actions would remove the EC from Pacific Street to 15th Street and replace it with similar and additional controls required through the GSD. The EC would continue to control development outside of the GSD and Project Area.

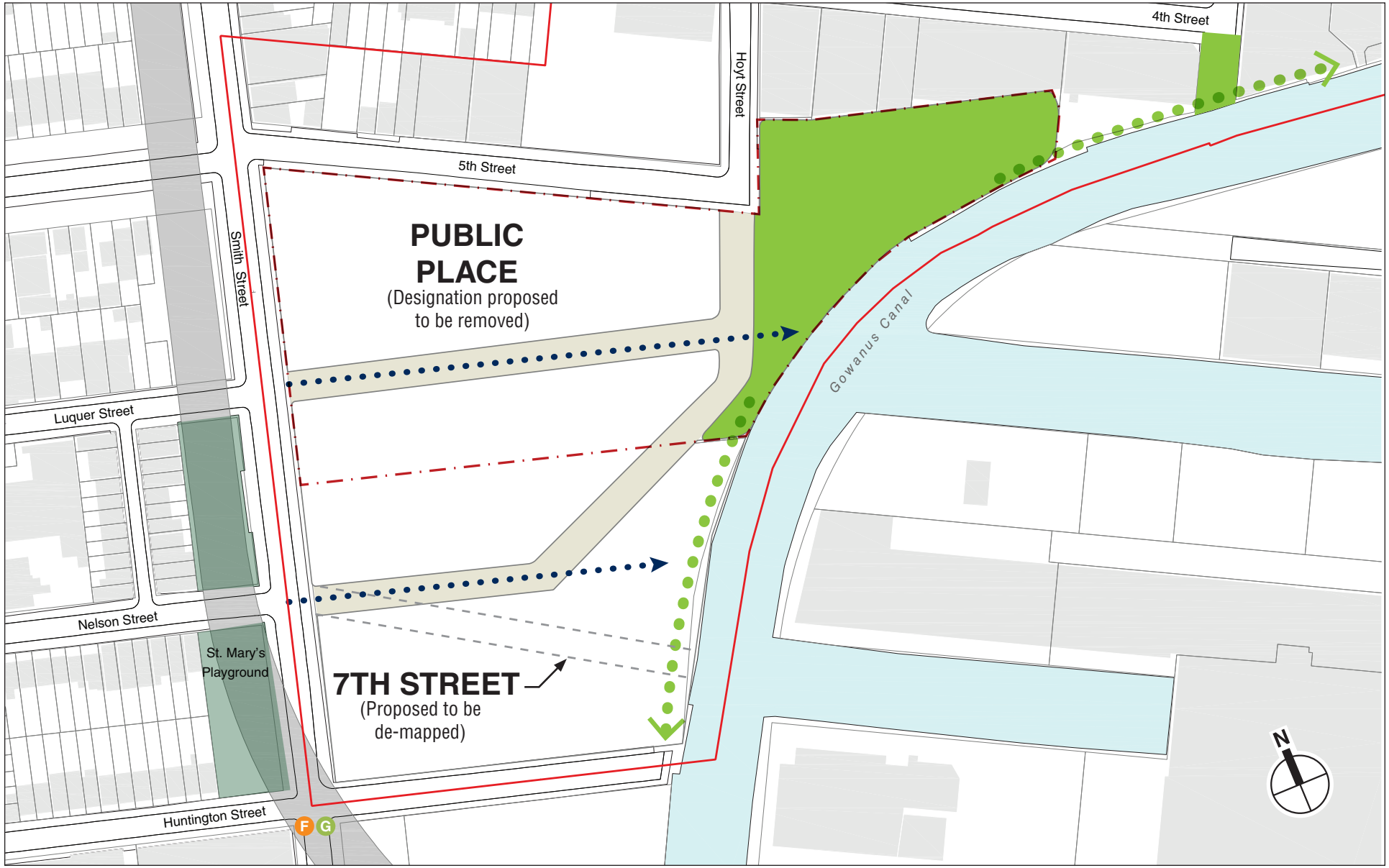
PROPOSED CITY MAP AMENDMENTS

The Proposed Actions include changes to the City Map to:

- Remove the Public Place designation to facilitate development of housing, community resources and new open space;
- De-map Bond Street south of 4th Street and re-establish it as mapped parkland;
- Map portions of Block 471, Lots 1 and 100 as parkland to provide a major new neighborhood park that would anchor major nearby mixed-use developments on Lot 100. The City-owned parcel is located at the end of 5th Street adjacent the west side of the Gowanus Canal;
- Map new public streets on Blocks 471 to coordinate private and public improvements and to provide access to new mixed-use developments and neighborhood open space; and
- De-map 7th Street between Smith Street and the Gowanus Canal.

The proposed changes to the City Map (see in **Figure 7**) are intended to reconnect the community to the Gowanus Canal, improve neighborhood livability by increasing access to publicly accessible open space and the waterfront, and facilitate public realm improvements in connection with planned private and public investments. The proposed demapping of a Public Place designation and mapping of new streets and parkland would facilitate the redevelopment of City-owned property for a mix of uses including significant amounts of affordable housing along with community facility, commercial, light manufacturing, open space or other uses allowed under the proposed zoning. The proposed mapping and de-mapping actions on Block 471 would reconnect the area to the street grid and surrounding communities and support the redevelopment and remediation of large vacant and underutilized sites. The proposed de-mapping of a portion of Bond Street south of 4th Street and its re-establishment as parkland would provide new open space and help connect new parkland and waterfront open space along the Canal.

3.6.19



City Map Amendments

Figure 7

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

WATERFRONT REVITALIZATION PROGRAM (WRP)

Portions of the Project Area are within the coastal zone and would therefore be reviewed by CPC, in its capacity as the City Coastal Commission (CCC) to determine if the Proposed Actions are consistent with WRP policies.

ACTIONS NECESSARY TO SUPPORT THE GOWANUS GREEN DEVELOPMENT

The Proposed Actions would support the proposed development of the City-owned site on Block 471 with a mixed-use development to be known as Gowanus Green (or the "Gowanus Green Development") by rezoning the site of the proposed development from M3-1 to M1-4/R7-2, and mapping new streets and parkland. The Gowanus Green Development would include new housing, including a substantial amount of affordable housing, and a variety of non-residential space, open space or other uses allowed under the proposed zoning.

In 2008, HPD designated a development team, Gowanus Green Partners, LLC, assuming a set of development programs and economic conditions that have changed substantially since that designation. HPD will continue to finance affordable housing on City-owned sites, but its development programs are subject to change if the availability of subsidy or other financing incentives at the city, state, and federal level shifts or if there are significant changes in the residential real estate market based on development or financing costs. For the purposes of a conservative CEQR analysis, it is assumed that the Gowanus Green Development would be a 100 percent affordable project for the publicly funded daycare analysis in the Community Facilities chapter; however, in the Socioeconomic Conditions chapter, 50 percent affordability will be assumed, as this is a more conservative analysis approach for the indirect residential displacement analysis. HPD intends to fund a 100 percent affordable housing project at Gowanus Green. Currently HPD programs finance affordable housing at a range of incomes, from 30 percent of AMI (approximately $28,170 for a family of three) to 130 percent of AMI (approximately $122,070 for a family of three). CEQR methodology for publicly funded childcare analyses defines affordable units as those units that are affordable to households earning up to 80 percent of AMI.

In addition to the land use actions described above, approvals necessary to facilitate the Gowanus Green Development include UDAAP designation and disposition approval. Background on the site and a description of the proposed discretionary actions needed to facilitate the Gowanus Green Development is provided below.

HISTORY

From the late 1860s until 1958, the City-owned site was a manufactured gas plant operated by Brooklyn Union Gas and its successor organizations, including Citizens Gas, Keyspan and National Grid. In 1970, the City of New York adopted the first Gowanus Industrial Development Plan, an Urban Renewal Plan (URP) which designated the boundaries of an Urban Renewal Area (URA) along the Canal that included the site. The URP sought to redevelop the Gowanus URA by removing substandard and deteriorating non-industrial land uses, removing impediments to land disposition and development, creating job opportunities, and establishing appropriate industrial land uses to strengthen and support the area's industrial character. The URP permitted a mix of industrial uses, commercial uses, and public facilities and improvements on City owned sites.

In 1974, the site was designated as a "Public Place" on the City Map to allow a future public purpose compatible with the surrounding area and to provide open space for public use. Public

Places have been mapped throughout the New York City on sites the City intends to reserve for a public purpose. They may or may not be zoned and may not generate development rights. Typically, they are established to allow for flexibility in use. In 1975, the City of New York acquired both of the lots that today comprise the City-owned site through eminent domain.

As a result of the community's desire for more community or residential uses, the Gowanus Industrial Development Plan was amended in 1976 and the City-owned site was removed from the URA. The First Amended Plan removed the area between Smith and Bond Streets, from 4th to 9th Streets, from the Urban Renewal Area. Lots 1 and 100 have remained under City control since their acquisition in 1975. Both Lot 1 and Lot 100 are currently vacant. Both lots are under HPD jurisdiction.

Due to its historical use as a manufactured gas plant, the Site will be the subject of a substantial remediation to be undertaken by National Grid, the successor organization to the responsible parties that operated the Site since the 1860s.

DISPOSITION APPROVAL AND UDAAP DESIGNATION

HPD is seeking approval of a UDAAP designation, project approval and disposition of a City-owned parcel to Project Sponsor to facilitate the development of Gowanus Green. The Disposition Area consists of portions of two City-owned lots. The requested approval would permit the construction of a mixed-use development that could include housing, community facility, commercial, light-manufacturing and other uses allowed under the proposed zoning. Pursuant to UDAAP, development rights would be transferred along with the Disposition Area. Affordability requirements would be contained within HPD's Land Disposition Agreement (LDA).

POTENTIAL FUTURE ACTIONS

HPD may provide construction funding through its several financing programs intended to facilitate the development of new affordable housing and the preservation of existing affordable units for a range of incomes, including supportive housing and senior housing on privately owned or City-owned land. HPD's financing programs would provide both for-profit and not-for-profit developers a wide range of opportunities to build or preserve rental and homeownership units within the Project Area. HPD works together with a variety of public and private partners to achieve the City's affordable housing goals. In addition to HPD financing, in conjunction with the issuance of tax-exempt bonds, HDC may fund construction of new affordable multi-family apartment buildings and the rehabilitation of existing multi-family apartment buildings intended to upgrade existing developments and preserve affordability. Affordable housing developed and/or preserved within the Project Area may also utilize funding provided by New York State Homes and Community Renewal (HCR) and the U.S. Department of Housing and Urban Development (HUD), which would be subject to separate future environmental reviews under State Environmental Quality Review Act (SEQR) and National Environmental Policy Act (NEPA), respectively. In addition, any new public school facilities would require approval and site selection from the SCA. SCA approval and site selection is not subject to ULURP.

OTHER ACTIONS THAT WOULD AFFECT THE PROJECT AREA

Independent of the Proposed Actions described above, DCP is proposing updates to the Flood Resilience Zoning Text (the "2013 Flood Text") and Special Regulations for Neighborhood Recovery ("2015 Recovery Text"), which were adopted on an emergency-basis post Hurricane Sandy to advance the reconstruction of storm-damaged properties, and enable new and existing buildings to comply with *flood-resistant construction standards*, located within Appendix G of

the New York City Building Code. These rules are set to expire and so, the DCP will improve-upon and make permanent these existing temporary rules. Currently, the anticipated text amendment would expand the geography where buildings could make investments in small resiliency improvements or otherwise fully meet or exceed flood-resistant construction standards; allow optional flexibility to measure the building envelope from the reference plan, which can be between the Design Flood Elevation (*DFE*) and 10 feet above grade; allow dry floodproofed non-residential ground floor space to be exempted under certain circumstances; allow more flexibility for resiliently locating mechanical equipment in buildings; and new rules to allow the City to more quickly respond and offer disaster assistance in the event of a future disaster. The text amendment is expected to be in public review concurrent with the Proposed Actions. Since these zoning changes would affect districts described above, their relevant and applicable effects (as currently known) on the Project Area will be analyzed as part of this environmental review in order to provide a conservative analysis.

G. ANALYSIS FRAMEWORK

REASONABLE WORST CASE DEVELOPMENT SCENARIO

In order to assess the possible effects of the Proposed Actions, a RWCDS was developed for both the current (No Action) and proposed zoning (With Action) conditions for a 15-year period (build year of 2035). The incremental difference between the No Action and With Action conditions will serve as the basis for the impact analyses in the EIS. For area-wide rezonings not associated with a specific development, a 10-year period is typically the length of time over which developers would act on the area-wide zoning map changes such as those proposed. However, a 15-year build was selected for the timeframe of the environmental analyses since the Gowanus Neighborhood Plan includes long-range planning efforts involving multiple government jurisdictions in addition to the proposed rezoning.

To determine the No Action and With Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development.

GENERAL CRITERIA FOR DETERMINING DEVELOPMENT SITES

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all sites, within the Project Area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

Development or adaptive reuse sites were initially identified based on the following criteria:

- Lots located in areas where a substantial increase in permitted FAR is proposed and/or where residential use would be allowed where it currently is not permitted;
- Sites on which hotel development has been proposed but building permits have not been issued or construction has progressed substantially;

- Lots with a total size of 4,000 sf or larger (may include potential assemblages totaling 4,500 sf, respectively, if assemblage seems probable[3]) or certain smaller-sized lots (2,000 sf or greater) that are substantially underdeveloped.[4]
- Sites occupied by a vacant building built to greater than 50 percent of the proposed FAR;

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning:

- Lots where construction and/or renovations are actively occurring, or have recently been completed, as well as lots with recent alterations that would have required substantial investment.
- The sites of schools (public and private), municipal libraries, government offices, large medical centers, and houses of worship. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.
- Multi-unit buildings (existing individual buildings with six or more residential units are unlikely to be redeveloped because of the required relocation of tenants in rent- stabilized units).
- Certain large non-residential buildings, such as multi-story office buildings and hotels. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, they are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Lots whose location, highly irregular shape or other physical encumbrances, like easements, which would preclude or greatly limit future as-of-right development. Generally, development on these type of lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.
- In areas where residential use will not be permitted, lots or assemblages less than 20,000 sf. Throughout the Project Area, many sites are already built to less than half of the permitted FAR and new construction of as-of-right uses rarely occurs, except for hotels and self-storage businesses. It is unlikely that smaller lots will be redeveloped due to the cost of redevelopment and current and or potential profitability.

These criteria have been developed to reflect observed development patterns within the Project Area. In recent years, the Project Area has experienced few entirely new ground-up developments, except for the construction of hotels and self-storage facilities, despite being situated between thriving residential neighborhoods and near transit and major corridors. Accordingly, certain sites that might be considered a soft site under the above criteria within these areas have been excluded or determined to be less likely to be developed if they meet one or more of the following criteria:

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[3] Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the aforementioned soft site criteria; or (2) at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than three distinct owners.

[4] Underdeveloped lots are defined as vacant lots or lots with buildings containing a single occupied floor, or lots constructed to less than or equal to half of the maximum allowable FAR under the proposed zoning.

- Sites smaller than 7,500 sf occupied by existing residential development;
- Sites with multiple commercial and residential tenants;
- Sites occupied by active businesses within significant structures or buildings; and/or
- Sites occupied by unique services or prominent and successful neighborhood businesses.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the 15-year timeframe. Potential sites are considered less likely to be developed over the approximately 15-year timeframe. Potential development sites were identified based on the following criteria:

- Slightly irregularly shaped or encumbered sites that would make as-of-right development difficult;
- Lots with a significant number of commercial or industrial tenants, which may be difficult due to long-term leases;
- Active businesses, which may provide unique services or are prominent and successful neighborhood businesses or organizations unlikely to move; and/or
- Sites divided between disparate zoning districts.

Based on the above criteria, 133 development sites (60 projected sites and 73 potential sites) have been identified in the rezoning area. The incremental difference between the No Action and With Action conditions for all projected development sites is shown in **Table 3**.

The projected and potential development sites are shown in **Figure 8** and the detailed RWCDS tables provided in **Appendix 1** identify the uses expected to occur on each of these sites under No Action and With Action conditions. As shown in **Appendix 1**, in the No Action condition, the projected and potential development sites are assumed to either remain unchanged from existing conditions or become occupied by as-of-right uses. A significant amount of new ground-up development is not anticipated based on current trends and existing zoning.

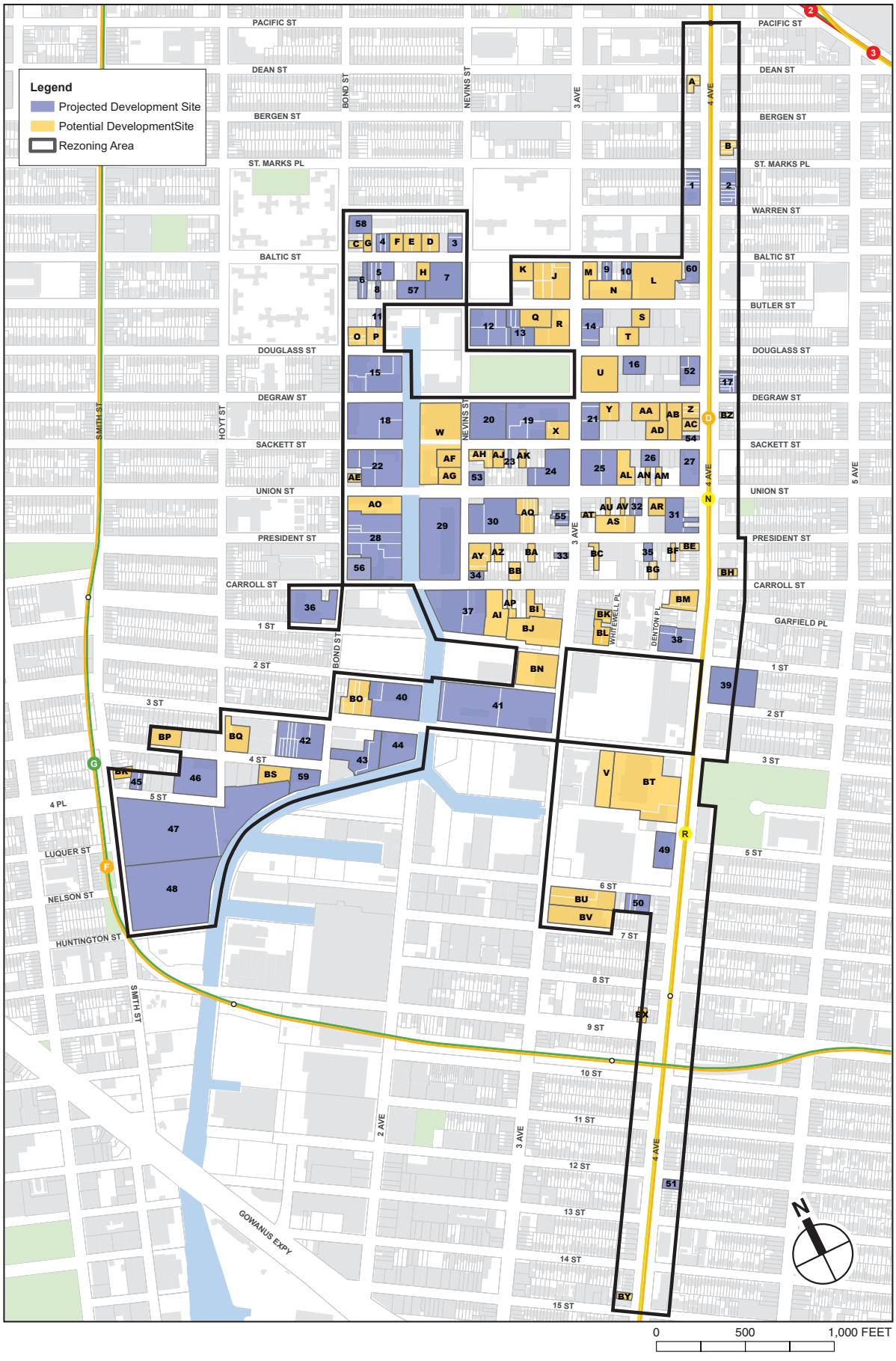
The EIS will assess both density-related and site-specific potential impacts from development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the near future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

The number of projected DUs in apartment buildings is determined by dividing the total amount of residential floor area by 850 and rounding to the nearest whole number.



Source: NYC Department of City Planning

Projected and Potential Development Sites

Affordable Housing Assumptions

The number of affordable DUs assumed was estimated based on known development proposals, past and current development trends, and the City, state, and federal programs that support the construction of affordable housing, and the proposals in *Housing New York*, the Mayor's 10-year housing plan, that aim to significantly increase the amount of affordable housing created and preserved in the five boroughs. The number of affordable units would affect the publicly funded childcare and indirect residential displacement analyses in the EIS. As noted above, the EIS will conservatively assume more affordable units for the childcare analysis and fewer affordable units for the indirect residential displacement analysis.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)

In the future without the Proposed Actions (No Action condition), the projected development sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning. **Table 3** shows the No Action conditions for the projected development sites.

As detailed below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 2.2 million square feet (msf) of built floor area on the 60 projected development sites. Under the RWCDS, the total No Action development would comprise approximately 800 DUs (about 100 affordable DUs), approximately 190,000 sf of medical office space, 27,000 sf of other community facility space, 237,000 sf of local retail space, 104,000 sf of destination retail space, 375,000 sf of office space, 133 hotel rooms, 84,000 sf of auto-related commercial uses, and 388,000 sf of industrial space. The No Action estimated population would include approximately 1,800 residents and 3,100 workers on the projected development sites.

Table 3
2035 RWCDS No Action and With Action Land Uses

Land Use	No Action Condition	With Action Condition	Increment
Residential			
Total Residential	***816 DU***	***9,029 DU***	***8,212 DU***
Commercial			
Local Retail	237,266 sf	577,390 sf	340,124 sf
Destination Retail	103,595 sf	20,125 sf	(83,470 sf)
Office	375,440 sf	901,167 sf	525,727 sf
Hotel	133 rooms	133 rooms	0 rooms
Auto-related	84,319 sf	-	(84,319 sf)
Total Commercial	***845,230 sf***	***1,541,377 sf***	***696,146 sf***
Other Uses			
Medical Office	190,093 sf	88,976 sf	(101,117 sf)
Other Community Facility	26,974 sf	379,504 sf	352,530 sf
Total Community Facility	***217,067 sf***	***468,480 sf***	***251,413 sf***
Total Industrial	***387,975 sf***	***98,571 sf***	***(289,404 sf)***
Vacant	***10,370 sf***	***-***	***(10,370 sf)***
Population[1]			
Residents	1,788	19,773	17,985
Workers	3,141	6,463	3,322

Notes: sf = square feet

1. Assumes 2.19 persons per DU for residential units in Brooklyn Community District 6. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 333 sf of local retail; 1 employee per 25 DU; 1 employee per 3 hotel rooms; 1 employee per 1,000 sf of industrial; 1 employee per 15,000 sf of warehouse uses; 1 employee per 450 sf of medical office space; 1 employee per 1,000 sf of other community facility space; and 1 employee per 50 parking spaces,

THE FUTURE WITH THE PROPOSED ACTIONS (WITH ACTION CONDITION)

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites.

Under the Proposed Actions, the total development expected to occur on the 60 projected development sites would consist of approximately 9.8 msf of built floor area, including 9,000 DUs, approximately 89,000 sf of medical office space, 380,000 sf of other community facility space, 577,000 sf of local retail space, 20,000 sf of destination retail space, 901,000 sf of office space, 133 hotel rooms, and 99,000 sf of industrial space. The projected incremental (net) change between the No Action and With Action conditions that would result from the Proposed Actions would be an increase of 8,200 DUs (a substantial proportion of which are expected to be affordable); approximately 353,000 sf of other community facility space; 340,000 sf of local retail space; 526,000 sf of office space; and a net loss of medical office space, industrial space, and destination retail and auto-related commercial space. The incremental development generated by the Proposed Actions is shown in **Table 3**.

Based on 2010 Census data, the average household size for residential units in Brooklyn Community District 6 is 2.19. Based on these ratios and standard ratios for estimating employment for commercial, community facility, and industrial uses, **Table 3** also provides an estimate of the number of residents and workers generated by the Proposed Actions. As indicated in **Table 3**, the Proposed Actions would result in an increment of approximately 19,800 residents and a net increase of 3,300 workers.

A total of 73 sites were considered less likely to be developed within the near future and were thus considered potential development sites (see **Appendix 1**). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected development sites in accommodating the development anticipated in the RWCDS. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

The EIS will analyze the projected developments for all technical areas of concern and evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, stationary air quality, and noise.

H. PROPOSED DRAFT SCOPE OF WORK FOR THE EIS

Because the Proposed Actions would affect various areas of environmental concern and were found to have the potential for significant adverse impacts in a number of impact categories, pursuant to the EAS and Positive Declaration, an EIS will be prepared that will analyze all technical areas of concern. The EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA) (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The EIS, following the guidance of the 2014 *CEQR Technical Manual*, will include:

- A description of the Proposed Actions and their environmental setting;

- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions, should they be implemented; and
- A description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

As noted above, the EIS will analyze the projected development sites for all technical areas of concern and evaluate the effects of the potential development sites for site-specific effects, such as archaeology, shadows, hazardous materials, air quality, and noise. The analyses in the EIS will examine the RWCDS with the greater potential environmental impact for each impact area. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

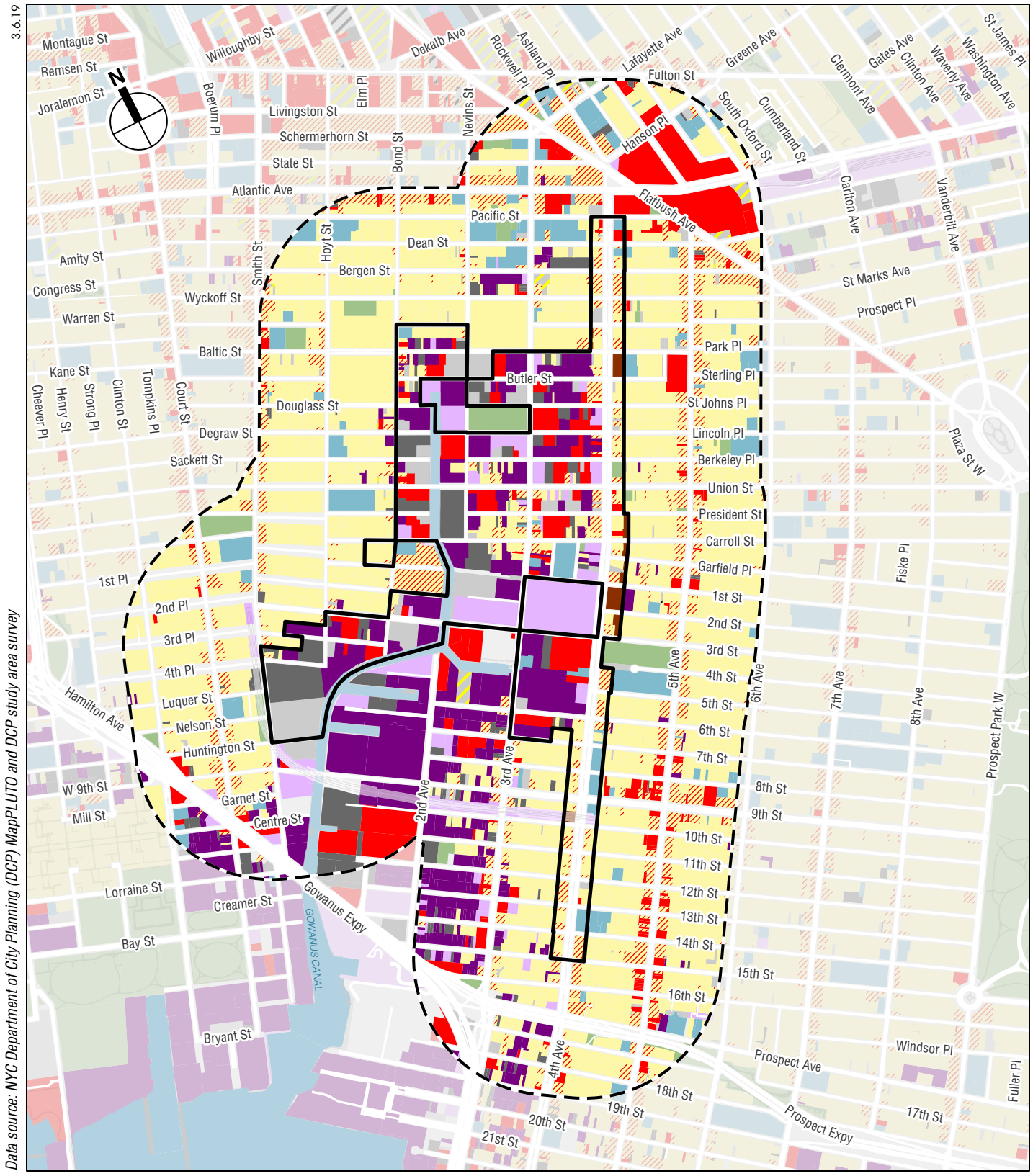
The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions: their location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and their impact and gives the public and decision makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, CPC, and the New York City Council. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to the discretionary approvals and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*.

The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced. The secondary land use study area will include neighboring areas within a ¼-mile boundary from the primary study area (see **Figure 9**). The analysis will include the following tasks:


3.6.19
Data source: NYC Department of City Planning (DCP) MapPLUTO and DCP study area survey
Project Area
Secondary Land Use Study Area (1/4-mile buffer)
Commercial and Office Buildings
Industrial and Manufacturing
Open Space and Outdoor Recreation
Parking Facilities
Public Facilities and Institutions
Residential
Residential with Commercial Below
Transportation and Utility
Vacant Land
Vacant Building
Under Construction
Other
0
1,000 FEET
Existing Land Use
GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS
Figure 9

- Provide a brief development history of the primary (i.e., rezoning area) and secondary study areas.
- Provide a description of land use, zoning, and public policy in the study areas discussed above (a more detailed analysis will be conducted for the Project Area). Recent trends in will be noted. Other public policies that apply to the study areas will also be described including Housing New York, Vision Zero, the Food Retail Expansion to Support Health (FRESH) Program, applicable business improvement districts (BIDs), applicable IBZs, and OneNYC, the City's sustainability plan.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2035 analysis year and may influence future land use trends. Also, identify known pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions in the future without the Proposed Actions.
- Describe proposed zoning changes and the potential land use changes based on the Proposed Actions' RWCDS for future conditions with the Proposed Actions.
- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on development trends and conditions in the primary and secondary study areas.
- Assess the Proposed Actions' conformity to city goals, including consistency with the WRP. The EIS will also discuss all relevant area planning documents and their implications for existing land use and future development.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area as required by CEQR.

The socioeconomic study area boundaries are expected to be similar to those of the land use study area, and will be dependent on the size and characteristics of the RWCDS associated with the Proposed Actions, pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The Proposed Actions are expected to generate a net increase of approximately 8,200 DUs. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a

larger study area). Therefore, the socioeconomic study area would be expanded to a half-mile radius, if the RWCDS associated with the Proposed Actions would increase the population by five percent compared with the expected No Action population in a ¼-mile study area, consistent with the *CEQR Technical Manual*.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to study area population.

The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual* guidelines. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the No Action and With Action conditions in 2035, including any population and employment changes anticipated to take place by the analysis year for the Proposed Actions.

DIRECT BUSINESS DISPLACEMENT

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDS associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate according to the *CEQR Technical Manual*. The Proposed Actions have the potential to exceed the threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

INDIRECT RESIDENTIAL DISPLACEMENT

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of

changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the analysis will address a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

INDIRECT BUSINESS DISPLACEMENT

The indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would result in a net increment of approximately 700,000 sf of new commercial uses, which is 500,000 sf above the 200,000 sf CEQR threshold for "substantial" new commercial development warranting a preliminary assessment. The preliminary assessment will entail the following tasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census and discussions with real estate brokers.

- Determine whether the Proposed Actions would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Actions would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Actions would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses, following the *CEQR Technical Manual* guidelines. If warranted by the results of the detailed analysis, further assessment of indirect business displacement due to retail market saturation will be performed.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The analysis of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the future without the Proposed Actions. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the Proposed Actions. The RWCDS associated with the Proposed Actions would add approximately 8,200 (net) new DUs to the area. This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, libraries, and childcare centers, according to the *CEQR Technical Manual* guidelines and as presented in the EAS document. Therefore, detailed analyses will be provided. While the RWCDS would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes a description of existing police, fire, and health care facilities serving the rezoning area will be provided in the EIS.

PUBLIC SCHOOLS

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located. As the Project Area is located within Community School District (CSD) 13, Sub-district 1 and CSD 15, Sub-districts 2 and 3, the elementary and intermediate school analyses will be conducted for schools in those sub-districts. The Proposed Actions also warrant an analysis of high schools, which are assessed on a borough-wide basis.

- Public elementary and intermediate schools serving the sub-district will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Brooklyn high schools, in accordance with *CEQR Technical Manual* guidelines.
- Conditions that would exist in the No Action condition for the sub-district will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using SCA's Projected New Housing Starts. Plans to alter school capacity, either through administrative actions on the part of DOE or as a result of the construction of new school space prior to the analysis year of 2035, will also be identified and incorporated into the analyses. Planned new capacity projects from DOE's Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDS to the projections for the No Action condition. Adverse impacts will be assessed based on the difference between the future With Action projections and the No Action projections (at the sub-district level for elementary and intermediate schools) for enrollment, capacity, and utilization in the analysis year.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With Action condition (a determination of impact significance for high schools is conducted at the borough level); and (2) an increase of five percent or more in the collective utilization rate between the No Action and With Action conditions. If impacts are identified, mitigation will be developed in consultation with SCA and DOE.

LIBRARIES

- Local public library branch(es) serving the area within approximately ¾-mile of the rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with Brooklyn Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For No Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per

resident in the With Action condition will be estimated and compared with the No Action holdings estimate.

- If the Proposed Actions would increase a branch library's ¾-mile study area population by five percent or more over No Action levels, and it is determined, in consultation with the New York Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation.

CHILD CARE CENTERS

- Existing publicly funded childcare centers within approximately two miles of the rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Administration of Children's Services (ACS).
- For No Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No Action RWCDS (see "Analysis Framework"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No Action condition.
- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No Action analysis.
- A determination of whether the Proposed Actions would result in significant adverse impacts to childcare centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group child care centers in the study area that is greater than 100 percent in the With Action condition; and (2) an increase of five percent or more in the collective utilization rate of child care centers in the study area between the No Action and With Action conditions.

TASK 5. OPEN SPACE

If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects, an assessment is conducted if the proposed project would generate more than 200 residents or 500 employees, or a similar number of other uses. The Proposed Actions would generate a net increase of approximately 18,000 residents and 3,100 employees. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers. The Project Area encompasses areas that are neither underserved nor well served and exceeds the respective residential and worker analysis thresholds. Therefore, an assessment of both residential and nonresidential open space is warranted and will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a nonresidential (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas would generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and the ½-mile radius of the rezoning area[5] (see **Figure 7**).

The detailed open space analysis in the EIS will include the following tasks:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, 2010 U.S. Census data will be compiled for census tracts comprising the residential open space study area. As the study area may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data.
- Existing active and passive open spaces within the ¼-mile and ½-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. In accordance with *CEQR Technical Manual* guidelines, field visits will be conducted during peak hours of use and in good weather. Passively programmed open spaces will be visited during peak weekday midday hours and actively programmed open spaces (or actively programmed portions of open spaces that have both active and passive open space resources) will be visited during both weekday midday and peak weekend hours. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of active and passive open space will also be calculated.
- Based on the inventory of facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.
- Expected changes in future levels of open space supply and demand in the analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for the No Action condition and compared with exiting ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from increased residential populations added under the RWCDS associated with the Proposed Actions will be assessed. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the No Action versus With Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

[5] ¼-mile and ½-mile radii adjusted to be coterminous with the boundaries of census tracts with existing populations that have 50 percent of their area within the radius; the ¼-mile and ½-mile radii was not adjusted to be coterminous with census tracts without existing populations (e.g., census tracts entirely comprised of open space).

TASK 6. SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts. Generally, an analysis is conducted if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Actions would permit development of buildings greater than 50 feet in height and therefore has the potential to result in shadow impacts. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments at both the projected and potential development sites on sunlight-sensitive uses and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis in the EIS will include the following tasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources at any time of year.
  - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice). A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
  - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
  - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the projected and potential development sites identified in the RWCDS, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.
- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDS (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No Action), which

will be compared to the future condition resulting from the Proposed Actions (With Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the projected and potential developments. The detailed analysis will include the following tasks:

- The analysis will be documented with graphics comparing shadows resulting from the No Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.
- A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
- The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. As the Proposed Actions would induce development that could result in new in-ground disturbance, demolition of existing buildings, and new construction, the Proposed Actions have the potential to result in impacts to archaeological and architectural resources.

Impacts on architectural resources are considered on the affected site and in the area surrounding identified development sites. The architectural resources study area is therefore defined as the directly affected area (i.e., the proposed rezoning area), plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only for projected and potential development sites where new in-ground disturbance would occur compared to No Action conditions. Architectural resources may be directly affected through demolition and construction activities and indirectly affected through visual and contextual changes. Therefore, consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks.

- Provide an overview of the study area's history and land development.
- Initiate consultation with LPC to request a preliminary determination of archaeological sensitivity for any portions of the areas expected to experience subsurface disturbance. These would be the projected and potential development sites where new in-ground disturbance is expected to occur as a result of the Proposed Actions. If LPC determines that no sites are sensitive for archaeological resources, no further archaeological analysis will be required.
- Previous Phase IA Archaeological Documentary Reports prepared for portions of the Project Area will be reviewed and updated, as appropriate. If it is determined that additional sites require archaeological study, new or updated Phase 1A Archaeological Documentary Reports will be prepared for those projected and potential developments sites identified as requiring further study. The Phase 1A study will be submitted to LPC for review. The Phase 1A will include an evaluation of archaeological resources within each of the development sites of concern documenting the site history, its development and use, and the potential to host significant archaeological resources. The EIS will summarize the results of the Phase IA report.
- If any developments sites are identified as having archaeological potential in the Phase 1A report and LPC concurs, the Proposed Actions effect on those resources will be evaluated to determine if a significant adverse impact would result due to the Proposed Actions. If it is

found that a significant adverse impact to archaeological resources would occur, LPC will be consulted on what, if any, mitigation measures may be available to address those impacts.

- In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources will be identified in the project and study area and include: New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, New York City Historic Districts (NYCHDs); resources calendared for consideration as one of the above the by LPC; resources listed on or formally determined eligible for inclusion on the state or national registers of historic places (S/NR), or contained within a district listed on or formally determined eligible for listing on the S/NR; resources recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks.
- Conduct a field survey of the project and study area to identify any properties that may meet S/NR and/or NYCL eligibility criteria but have not been designated (potential architectural resources). The field survey will be supplemented with research at relevant repositories and online sources as warranted, and information will be provided to LPC for review and determinations of significance.
- Assess the potential impacts of the Proposed Actions on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No Action condition and future With Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.
- If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would rezone some areas to allow higher density development and map new zoning districts within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS. The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area boundary), in accordance with the *CEQR Technical Manual*. For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, "Land Use, Zoning, and Public Policy," the changes expected in the urban design and visual character of the study area due to known development projects in the future No Action condition will be described.

- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

A detailed analysis in accordance with *CEQR Technical Manual* guidelines will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the With Action condition, in comparison with the No Action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9. NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife, and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils, and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife. An analysis of natural resources will be provided in the EIS following CEQR guidance, as described below. Much of the Project Area and surrounding area has been developed with buildings and paved surfaces.

An information and background search will be conducted as part of the Natural Resources chapter of the EIS that will include a review of existing documentary resources that will help inform the identification of existing natural resources in the study area. Resources to be reviewed will include:

- U.S. Geological Survey (USGS) Map;
- Soil Survey Geographic Database (SSURGO) Soils Map;
- DEC Tidal and Freshwater Wetlands and streams map;
- U.W. Fish & Wildlife Service (USFWS) National Wetland Inventory Map;
- Federal Emergency Management Agency (FEMA) Preliminary Digital Flood Insurance Rate Maps (DFIRM) Flood map;
- DEC mapping of rare plants and animals and significant natural communities;
- USFWS iPaC Trust Resource Data Base; and
- National Marine Fisheries Service (NMFS) records of fishery resources and endangered and threatened marine species.

A field investigation effort will be conducted in the Project Area to document existing ecological conditions in the study area. The field investigation will focus on the study area, as it is the most sensitive area potentially affected by development resulting from the rezoning. The field

investigation will identify and characterize environmental characteristics and wildlife, wetlands, and aquatic habitat in the project area. Potential impacts to natural resources will be based upon the results of the field investigation that will include an inventory of existing natural resources features in the study area. The environmental setting within the study area, including the habitat in and adjacent to the Gowanus Canal, will be described. The potential impact of the Proposed Actions on the environment will be evaluated.

The future conditions for the natural resources within the Project Area in the No Action condition will be described in the EIS as the baseline condition. The potential effects of the Proposed Actions on natural resources, in comparison with the No Action condition, will be assessed. The short-term and long-term impacts of the Proposed Actions on the environment will be discussed, as well as concepts for the potential mitigation of identified significant impacts to natural resources.

TASK 10. HAZARDOUS MATERIALS

A legacy of pollution in and around the Gowanus Canal has led to a need for substantial remediation. EPA placed the Canal on its National Priorities (Superfund) List in 2010 and has coordinated the parties that were historically responsible for the Canal's contamination in establishing extensive plans to clean it up. EPA's remediation plan focuses on hazardous substances located in and beneath the Canal, primarily non-aqueous phase liquid (NAPL) and associated polycyclic aromatic hydrocarbons (PAHs), which were discharged from the three former manufactured gas plants. As part of the plan, EPA also mandated the construction of underground tanks to store combined sewage during wet weather events to reduce overflow into the Canal. New York State's DEC and OER have both developed remedial programs and incentives programs to facilitate the investigation and remediation of brownfield sites. City, state, and federal government agencies have made long-term commitments to support remediation throughout the neighborhood. The EIS will contain a description and summary of the ongoing Superfund remediation activities in Gowanus. EPA documents will be reviewed and cited in the EIS, as appropriate.

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials assessment will determine which, if any, of the Proposed Actions' projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. For some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I Environmental Site Assessment (ESA), such as site inspections, may not be possible. The Proposed Actions include an area-wide rezoning, and nearly all of the identified projected and potential development sites are not in City ownership. As such, a preliminary screening assessment will be conducted for the projected and potential development

sites to determine which sites warrant an institutional control, such as an (E) designation[6] in accordance with Section 11-15 (Environmental Requirements) of the ZR of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations or, for any City-owned parcel, a restriction comparable to an (E) designation through a future Land Disposition Agreement (LDA) between the City and the selected developer.

The hazardous materials assessment will include the following tasks:

- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the projected and potential development sites and the surrounding area, to develop a profile of the historical uses of properties;
- Summarize and represent the remediation reports and agreements with DEC and EPA;
- Review and evaluate relevant existing data, including information related to ongoing Superfund activities, to assess the potential for environmental concerns on the projected and potential development sites and new open space; and
- Prepare a summary of findings and conclusions for inclusion in the EIS to determine where (E) designations or comparable restrictions may be appropriate.

TASK 11. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. For the Proposed Actions, an analysis of water supply is warranted as the RWCDS associated with the Proposed Actions are expected to result in a water demand of more than one mgpd compared with the No Action condition. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is warranted because the Proposed Actions are expected to result in more than 400 DUs and over 150,000 sf of non-residential development, the applicable thresholds for combined sewer areas in Brooklyn. Therefore, the DEIS will analyze the Proposed Actions' potential effects on the water, wastewater and stormwater infrastructure. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the Proposed Actions. DEP will be consulted in the preparation of this assessment.

WATER SUPPLY

- The existing water distribution system serving the rezoning area will be described based on information obtained from DEP's Bureau of Water Supply.
- The existing water demand generated on the projected development sites will be estimated.
- Water demand generated by the projected development sites identified in the RWCDS will be projected for No Action and With Action conditions.

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[6] A hazardous materials (E) designation is an institutional control that can be placed as a result of the CEQR review of a zoning map or zoning text amendment or action pursuant to the Zoning Resolution. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand in the With Action condition and the demand in the No Action condition.

WASTEWATER AND STORMWATER INFRASTRUCTURE

- The appropriate study area for the assessment will be established in consultation with DEP. The Proposed Actions' directly affected area is primarily located within the service area of the Red Hook and Owls Head Wastewater Treatment Plants (WWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on those sites will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the rezoning area will be described based on records obtained from DEP. The existing flows to the Red Hook and Owls Head WWTPs, which serve the directly affected area, will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented.
- Based on coordination with DEP, changes to the stormwater drainage plan, sewer system, and surface area expected in the No Action condition will be described, as warranted.
- Future stormwater generation from the projected development sites will be assessed in accordance with the *CEQR Technical Manual*. Changes to the projected development sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the sites will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the projected development sites identified in the RWCDS will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Red Hook and Owls Head WWTPs. Existing workplans under DEP would be consulted. DEP's current projects in the area include Gowanus Carroll Street-High Level Storm Sewer (HLSS), Gowanus 9th Street Infrastructure Improvements, Gowanus Canal CSO Facilities, Combined sewers and chambers in 7th Street (between 3rd and 4th Avenues), 4th Avenue Safety Improvements Phase A (8th Street to 64th Street), and 4th Avenue Safety Improvements Phase B (Atlantic Ave to 8th Street).

A more detailed assessment may be required if increased sanitary or stormwater discharges from the RWCDS associated with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate CSO volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with DEP.

TASK 12. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. If a project's generation of solid waste in the With Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan

area to absorb the increment, and further analysis generally would not be required. As the Proposed Actions are expected to result in a net increase of more than 50 tons per week, compared with the No Action condition, an assessment of solid waste and sanitation services is warranted. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDS and assesses its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste disposal practices.
- Estimate solid waste generation by the RWCDS projected development sites for existing, No Action, and With Action conditions.
- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

TASK 13. ENERGY

An EIS is to include a discussion of the effects of a proposed action on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, an action does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed, as recommended in the *CEQR Technical Manual*.

An analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS. National Grid will be consulted in preparation of the energy impact analysis. The EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation will be estimated based on the average and annual whole-building energy use rates for New York City. If warranted, the Mayor's Office of Sustainability (MOS) and/or the power utility serving the area (National Grid) will be consulted.

TASK 14. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists, and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, commercial, and community facility development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies will be a key focus of the EIS.

TRAVEL DEMAND AND SCREENING ASSESSMENT

A detailed travel demand forecast has been prepared for the RWCDS using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously approved studies, and other references. The travel demand forecast (a Level 1 screening assessment) is summarized by peak hour and, mode of travel, as well as by person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast has been

summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) Technical Memorandum (refer to **Appendix 2**). In addition to the travel demand forecast, detailed vehicle, pedestrian, and transit trip assignments (a Level 2 screening assessment) will be prepared to validate the intersections and pedestrian/transit elements selected for quantified analysis.

TRAFFIC

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and *the CEQR Technical Manual* analysis threshold of 50 incremental vehicle trips per hour.

As the RWCDS prepared for the Proposed Actions exceeds the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*, a travel demand forecast is required to determine if the Proposed Actions would generate an incremental demand of 50 or more vehicle trips in any peak hour. Based on preliminary assumptions, the Proposed Actions are expected to exceed this threshold in the weekday AM, midday and PM peak hours, as well as the Saturday peak hour, and as such this proposal assumes analysis of up to four (4) peak hours. Based on preliminary assumptions as well as prior experience with similar projects, this proposal assumes that the traffic study area would include up to approximately 40 intersections for analysis. These intersections are expected to be primarily located along the north-south 3rd Avenue and 4th Avenue corridors and the east-west Union Street, 3rd Street, Carroll Street, and Baltic Street corridors, as well as at other key locations in proximity to the rezoning area.

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions' RWCDS:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the rezoning area and along key routes leading to and from the rezoning area.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Per *CEQR Technical Manual* guidelines, turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Detailed vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the DOT and DCP.
- Inventory physical and operational characteristics at each analyzed intersection, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic conditions at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted

using the *2000 Highway Capacity Manual (HCM)* methodology with the latest approved Highway Capacity Software (HCS).

- Based on available sources, Census data and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the future without the Proposed Actions (the No Action condition), as well as the demand from other major developments planned in the vicinity of the study area by the analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives, if any, will be included in the future No-Action network, as applicable.
- Compute the future No Action traffic volumes based on approved background traffic growth rates for the study area (0.50 percent per year for years one through five, 0.25 percent for years six and beyond, per *CEQR Technical Manual* guidelines) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by the analysis year, and determine the No Action v/c ratios, delays, and levels of services at analyzed intersections.
- Based on available secondary sources, Census data, and standard references including the *CEQR Technical Manual*, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No Action condition as defined in the RWCDS. Determine the net change in vehicle trips expected to be generated by projected development sites under the Proposed Actions as described in the Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) technical memorandum and approved by DCP in consultation with DOT. Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the future with the Proposed Actions (With Action) condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With Action condition, and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.

Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TRANSIT

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 trips according to the general thresholds used by MTA and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. The Proposed Actions' RWCDS is expected to generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses based on *CEQR Technical Manual* criteria.

SUBWAY

- There are a total of six subway stations located in proximity to the rezoning area, which would potentially be utilized by action-generated trips. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed transit analyses will include the following subtasks: Identify for analysis those subway stations expected to be utilized by 200 or more action-generated trips in one or more peak hours. At each of these stations, analyze those stairways and entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at analyzed subway station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by No Action development on major projects in the vicinity of the study area.
- Add action-generated demand to the No Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of the of the five existing subway routes serving the area, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

BUS

The Gowanus neighborhood is served by approximately six NYCT local bus routes that connect the area with other parts of Brooklyn. 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) based on the general thresholds used by the MTA and specified in the *CEQR Technical Manual*. As the incremental person-trips by bus generated by the Proposed Actions would likely exceed 50 peak hour trips in one direction on one or more of the routes serving the project area, the EIS will include a quantitative analysis of local bus conditions. For that analysis, trips will be assigned to each route based on proximity to the projected development sites and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and NYCT.

PEDESTRIANS

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require

further analysis under *CEQR Technical Manual* criteria. It is anticipated that action-generated pedestrian trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the EIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No Action and With Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No Action development on projected development sites and other major projects in the vicinity of the study area, and action-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized. The EIS will analyze up to 150 pedestrian elements. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

VEHICULAR AND PEDESTRIAN SAFETY

Data on traffic accidents involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified (based on *CEQR Technical Manual* criteria) as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions could adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

PARKING

Parking demand from commercial (non-restaurant) uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period.

It is anticipated that the on-site required accessory parking for projected development sites may not be sufficient to accommodate overall incremental demand. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks) and the weekday midday period (when commercial parking demand typically peaks) to document existing supply and demand for each period. The parking analyses will document changes in the parking utilization in proximity to projected development sites under the No Action and With Action conditions based on accepted background growth rates and projected demand from No Action and With Action development on projected development sites and other major projects in the vicinity of the study area. Parking utilization within ¼-mile of projected development sites will be analyzed.

Parking demand generated by the projected residential component of the Proposed Actions' RWCDS will be forecasted based on auto ownership data for the rezoning area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with the projected development sites' No Action land uses displaced under the Proposed Action.

The forecast of new parking supply under the RWCDS will be based on the net change in parking spaces on projected development sites. In accordance with zoning requirements for affordable DUs, it is assumed that no accessory parking would be provided for affordable units developed in the With Action condition. Future supply will also account for accessory parking spaces associated with the With Action commercial uses, which have lower demand in the overnight hours.

TASK 15. AIR QUALITY

An air quality assessment is required for actions that could have potential to result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

MOBILE SOURCE ANALYSIS

The increased traffic associated with the RWCDS projected development sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to impact air quality significantly at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections and parking garages. There is the potential for the action-generated trips to exceed the *CEQR Technical Manual* CO analysis screening threshold at a number of locations throughout the study area. In addition, the projected number of heavy-duty trucks or equivalent vehicles associated with the RWCDS could exceed the applicable fine particulate matter ($PM_{2.5}$) screening thresholds. Therefore, an analysis of CO and PM mobile source emissions at affected intersections may be warranted.

The specific work program for the mobile source air quality study will include the following tasks:

- Existing ambient air quality data for the study area (published by DEC) will be compiled for the analysis of existing and future conditions.
- Critical intersection locations exceeding the CO and PM CEQR screening thresholds will be selected, representing locations with the worst potential total and incremental pollution impacts, based on data obtained from the traffic analysis (Task 14, "Transportation"). At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.
- EPA's first-level CAL3QHC intersection model will be utilized to predict maximum changes in CO and PM_{10} concentrations. The refined EPA CAL3QHCR intersection model will be used to predict the maximum changes in $PM_{2.5}$ concentrations, with five years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York to be used for the simulation program.
- Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES model. Factors for re-suspended road dust emissions will be based on *CEQR Technical Manual* guidance and the EPA procedure defined in AP-42.

- At each mobile source microscale receptor site, (1) the one-hour and eight-hour average CO concentrations will be calculated for each applicable peak period for existing, No Action, and With Action condition; and (2) the maximum 24-hour and annual average $PM_{2.5}$ concentrations will be calculated for the No Action and With Action conditions.
- An analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.
- Future pollutant levels with the Proposed Actions for parking facilities will be compared with the CO National Ambient Air Quality Standards (NAAQS) and the City's CO and $PM_{2.5}$ *de minimis* guidance criteria to determine the impacts of the Proposed Actions.
- At any receptor sites where violations of standards occur, analyses will be performed to determine what mitigation measures would be required to attain standards.

STATIONARY SOURCE ANALYSIS

The stationary source air quality analysis will determine the effects of emissions from projected and potential development sites' fossil-fuel fired heating and hot water systems to impact existing land uses significantly or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts). In addition, since portions of the rezoning area are located within or near manufacturing zoned districts, an analysis of emissions from industrial sources would be performed, examining large and major sources of emissions within 1,000 feet of the study area, as per the *CEQR Technical Manual*.

Heat and Hot Water Systems Analysis

- A screening level analysis will be performed following the procedures outlined in the *CEQR Technical Manual*. The purpose of the screening level analysis is to determine the potential for impacts air quality impacts from heating and hot water systems of the projected and potential development sites.
- If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at off-site receptors sites, as well as on projected and potential development site receptors. Predicted values will be compared with NAAQS and other relevant standards. If warranted by the analysis, requirements related to fuel type, exhaust stack locations and/or other appropriate parameters will be memorialized by (E) designations (or restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots pursuant to Section 11-15 of the New York City ZR and the (E) Rules, as referenced under Task 10, "Hazardous Materials."
- A cumulative impact analysis will be performed for development sites with similar height located in close proximity to one another (i.e., site clusters). Impacts will be determined using the EPA AERSCREEN model. In the event that violations of standards at one or more clusters are predicted, measures to reduce pollutant levels to within standards will be examined.

Industrial Source Analysis

- The Proposed Actions would result in some developments containing a mix of residential, non-residential, and light industrial development. Therefore, potential impacts from pollutant

emissions from manufacturing that would be co-located within the same building with sensitive receptors, and of manufacturing uses on nearby sensitive receptors in other projected and potential development sites will be evaluated. Representative profiles of potential sources will be developed based on existing permit data for the potential use categories located in New York City.

- A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the projected and potential development sites. A copy of the air permits for each of these facilities will be requested from DEP's Bureau of Environmental Compliance. A review of NYSDEC Title V permits and the EPA Envirofacts database will also be performed to identify any Federal-or State-permitted facilities within 1,000 feet of the development sites.
- Facilities with sources of emissions located within 400 feet of the projected or potential development sites will be considered for analysis.
- For potential development sites with identified industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place.
- A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to DEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.
- Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

Large and Major Source Analysis

- An analysis of existing large and major sources of emissions (such as sources having Federal and State permits) identified within 1,000 feet of the development sites will be performed to assess their potential effects of the projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO_2, SO_2, and $PM_{10,}$ as well as applicable criteria for $PM_{2.5}$.

Further details on the air quality analysis approach for the Proposed Actions are provided in **Appendix 3** to this document (Air Quality Analysis Methodology Memorandum).

TASK 16. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Increased greenhouse gas (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDS associated with the Proposed Actions exceeds the 350,000 sf development threshold, GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS. The assessment will examine GHG emissions from the Proposed Action's operations, mobile sources, and construction, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various city, state, and federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the projected developments based on the calculations of energy use estimated as part of Task13, "Energy."
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 14, "Transportation." A calculation of vehicle miles traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

Portions of the Project Area are located within the federally mapped 100- and 500-year floodplains and may be susceptible to storm surge and coastal flooding. This chapter of the EIS will include a qualitative discussion of potential effects of climate change and potential design measures that could be incorporated into new development projected to occur in the Project Area.

TASK 17. NOISE

A noise analysis will be included in the EIS, as the Proposed Actions would result in additional vehicle trips to and from the rezoning area and would introduce new sensitive receptors in the vicinity of heavily trafficked roadways. The noise analysis will examine both the Proposed Actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the actions. If significant adverse impacts are identified, impacts would be mitigated or avoided to the greatest extent practicable. The Proposed Actions would result in new residential, commercial, community facility, and industrial development. It would also alter traffic conditions in the area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. Consequently, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines:

- Based on the traffic studies conducted for Task 14, "Transportation," a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDS associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic.
- Noise survey locations will be selected to represent sites of future sensitive uses in the RWCDS With Action condition. These noise survey locations will be placed in areas to be

analyzed for building attenuation and would focus on areas of potentially high ambient noise where residential uses are proposed.

- At the identified locations, noise measurements will be conducted during typical weekday AM, midday (MD), and PM peak periods (coinciding with the traffic peak periods). At selected locations, 24-hour continuous noise level measurements will be conducted. Noise levels will be measured in units of "A" weighted decibel scale (dBA) as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (Leq), day-night noise level (Ldn), maximum level (Lmax), minimum level (Lmin), and statistical percentile levels such as L1, L10, L50, and L90. A summary table of existing measured noise levels will be provided as part of the EIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No Action and With Action noise levels will be estimated at the noise receptor locations based on acoustical fundaments. All projections will be made with an Leq noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L10 noise level estimated at each monitoring site. Where necessary, the level of building attenuation necessary to satisfy HUD interior noise level recommendations will be determined based on the estimated Ldn noise level. The building attenuation requirements will be memorialized by (E) designations (or restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots requiring specific levels of attenuation pursuant to Section 11-15 of the New York City ZR and the (E) Rules. The EIS will include (E) designation language describing the requirements for each of the blocks and lots to which they would apply.

Further details on the noise analysis methodology and technical approach for the Proposed Actions are provided in **Appendix 4** (Noise Monitoring Approach Memorandum) to this document.

TASK 18.PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas. In addition, in coordination with the hazardous materials assessment, the EIS will include a summary of the Superfund activities in Gowanus, and a discussion of the measures that would be taken to protect the public from exposure to contamination.

TASK 19.NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The

Proposed Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the With Action condition and compare to the No Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted.

TASK 20. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment. This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual* based on a conceptual construction schedule with anticipated RWCDS construction timelines for each of the projected development sites. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessment indicates the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- *Transportation Systems:* The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the peak construction period will be prepared. The construction traffic analysis will be performed, if necessary, for existing conditions, the No Action condition, and the With Action condition.
- *Air Quality:* The construction air quality impact section will include a quantitative dispersion modeling of construction equipment operational impacts on sensitive land uses within the Project Area during the worst-case time period(s). Air pollutant sources will include combustion exhaust associated with non-road engines, on-road engines, and on-site activities that generate fugitive dust. A discussion of measures to reduce impacts, if any, will be included.
- *Noise:* The construction noise impact section will contain discussion of noise impacts at sensitive land uses and buildings within the Project Area to be analyzed with a quantitative

noise modeling for the worst-case noise condition from on-site construction equipment/vehicles activity. During the most representative worst-case time period(s), noise levels due to construction activities at sensitive receptors will be predicted and duration of sustained noise levels exceeding the significance threshold will be estimated.

- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as historic resources, hazardous materials, public health, socioeconomic conditions, and neighborhood character—will be analyzed for potential construction-related impacts.

Further details on the construction air quality and noise analysis methodology and technical approach for the Proposed Actions are provided in **Appendix 5** to this document.

TASK 21. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 20, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible government agencies, as appropriate. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

TASK 22. ALTERNATIVES

The purpose of an alternatives chapter in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives will include a No Action Alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. A lesser density alternative would be pursued only if it is found to have the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 23. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters, where appropriate to the Proposed Action:

- *Unavoidable Adverse Impacts*: which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Action*: which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.
- *Irreversible and Irretrievable Commitments of Resources*: which summarizes the Proposed Actions and their impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and over the long term.

TASK 24. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and

alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency. ✷

Projected Sites	Residential Uses		CF Uses			Commerical Uses							Industrial Uses					
	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Other Industri	Total Industrial SF	Total Spaces	Total Sf
Without-Action	**714,645**	**816**	190,093	26,974	217,067	237,266	103,595	375,440	84,319	54,870	133	845,230	125,621	124,976	137,378	387,975	2,154	2,202,757
With-Action	7,697,731	9,029	88,976	379,504	468,480	577,390	20,125	901,167	-	54,870	133	1,541,377	21,200	-	77,371	98,571	2,010	9,806,159
Increment	6,983,086	8,212	(101,117)	352,530	251,413	340,124	(83,470)	525,727	(84,319)	-	-	696,146	(104,421)	(124,976)	(60,007)	(289,404)	(145)	7,603,401

Site Info				Existing Conditions																			
						Residential Uses	CF Uses			Commerical Uses							Industrial Uses						
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
1						**9965**	**0**	**0**	**0**	**2350**	**0**	**0**	**0**	**0**	**0**	**2350**	**0**	**0**	**0**	**0**	**0**	**12315**	
	a	395	35	1573	R8A/C2-4	0			0							0				0		0	0
	b	395	36	1573	R8A/C2-4	0			0							0				0		0	0
	c	395	37	9758	R8A/C2-4	0			0							0				0		0	
	e	395	30	2000	R8A/C2-4	2640			0	0						0				0		2640	
	f	395	32	1680	R8A/C2-4	3675			0	525						525				0		4200	
	g	395	33	1600	R8A/C2-4	1840			0	920						920				0		2760	
	h	395	34	1574	R8A/C2-4	1810			0	905						905				0		2715	
2						21693	0	0	0	22203	0	1720	0	0	0	23923	0	0	0	0	0	45616	
	a	934	1	2073	R8A/C2-4	2659			0	2661		0				2661				0		5320	34
	b	934	2	1213	R8A/C2-4	2400			0	0		0				0				0		2400	35
	c	934	3	1643	R8A/C2-4	3424			0	0		0				0				0		3424	35
	d	934	4	1643	R8A/C2-4	2800			0	0		0				0				0		2800	34
	e	934	5	1643	R8A/C2-4	1400			0	700		1720				2420				0		3820	35
	f	934	6	1643	R8A/C2-4	2100			0	1400		0				1400				0		3500	35
	g	934	7	4930	R8A/C2-4	0			0	9800		0				9800				0		9800	30
	h	934	10	1643	R8A/C2-4	4030			0	1642		0				1642				0		5672	46
	i	934	12	4000	R8A/C2-4	0			0	6000		0				6000				0		6000	29
	j	934	74	2000	R8A/C2-4	2880			0	0		0				0				0		2880	38
3						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	399	39	1500	R6				0							0				0		0	0
	b	399	41	6000	R6				0							0				0		0	0
4						1300	0	0	0	0	0	0	1500	0	0	1500	0	0	0	0	0	2800	
	a	399	58	2500	M1-2	1300			0							0				0		1300	26
	b	399	59	2500	M1-2				0				750			750				0		750	15
	c	399	60	2500	M1-2				0				750			750				0		750	12
5						1324	0	0	0	0	0	0	0	0	0	0	0	0	5576	5576	0	6900	
	a	405	13	2500	M1-2	524			0							0			988	988		1512	22
	b	405	14	2500	M1-2	800			0							0			2088	2088		2888	24
	c	405	15	2500	M1-2				0							0			2500	2500		2500	15
	d	405	16	7500	M1-2				0							0				0		0	0
6						0	0	0	0	0	0	0	0	0	0	0	0	0	3900	3900	0	3900	
	a	405	63	2500	M1-2				0							0				0		0	0
	b	405	64	2500	M1-2				0							0				0		0	0
	c	405	12	4000	M1-2				0							0			3900	3900		3900	14
7						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99500	
	aa	405	27	7500	M1-2				0							0				0		7500	20
	ac	405	27	8625	M1-2				0							0				0		8625	20
	ab	405	27	19875	M1-2				0							0				0		83375	53
8						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	405	60	2500	M1-2				0							0				0		0	0
9						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	407	8	2700	M1-2				0							0				0		0	0
	b	407	9	2700	M1-2				0							0				0		0	0
10						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	407	12	2700	M1-2				0							0				0		0	0
	b	407	13	2700	M1-2				0							0				0		0	0
11						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	411	12	2500	M1-2				0							0				0		0	0
12						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24500	
	a	412	1	10000	M1-2				0							0				0		10000	14
	ba	412	6	10000	M1-2				0							0				0		10000	33
	bb	412	6	4000	M1-2				0							0				0		2000	33
	c	412	15	6000	M1-2				0							0				0		0	0
	d	412	51	10000	M1-2				0							0				0		0	0
	e	412	50	2500	M1-2				0							0				0		2500	25
13						0	0	0	0	14500	0	0	0	0	0	14500	13050	0	0	13050	0	27550	
	a	412	18	2500	M1-2				0							0	4750			4750		4750	26
	b	412	19	2500	M1-2				0							0	5000			5000		5000	25
	c	412	20	2500	M1-2				0	5000						5000				0		5000	25
	d	412	45	6000	M1-2				0							0	3300			3300		3300	13
	e	412	48	7000	M1-2				0	9500						9500				0		9500	24
14						0	0	0	0	0	0	0	0	54870	133	54870	0	0	0	0	0	54870	
	a	413	1	2850	M1-2				0							0				0		0	0
	b	413	2	6650	M1-2				0							0				0		0	0
	c	413	7	11500	M1-2				0					54870	133	54870				0		54870	0
15						0	0	0	0	0	0	0	0	0	0	0	22834	0	25700	48534	0	48534	
	a	417	1	8578	M2-1				0							0				0		0	29
	b	417	10	18739	M2-1				0							0	22834			22834		22834	42
	c	417	14	7850	M2-1				0							0			7850	7850		7850	13
	d	417	21	24850	M2-1				0							0			17850	17850		17850	22
16						0	0	0	0	0	0	0	12000	0	0	12000	0	0	0	0	0	12000	
	a	420	19	12295	M1-2				0				12000			12000				0		12000	33

Site Info			With-Out Action																				
			Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking				
Site Number	Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height		
1			**112621**	**132**	**3952**	**0**	**3952**	**7903**	**0**	**0**	**0**	**0**	**0**	**7903**	**0**	**0**	**0**	**0**	**53.0**	**124475**			
a	395	35	8966	11	315		315	629.2						629.2				0	4.2	9910	105		
b	395	36	8966	11	315		315	629.2						629.2				0	4.2	9910	105		
c	395	37	55621	65	1952		1952	3903.2						3903.2				0	26.2	61475	105		
e	395	30	11400	13	400		400	800						800				0	5.4	12600	105		
f	395	32	9576	11	336		336	672						672				0	4.5	10584	105		
g	395	33	9120	11	320		320	640						640				0	4.3	10080	105		
h	395	34	8972	11	315		315	629.6						629.6				0	4.2	9916	105		
2			127857	150	4486	0	4486	8972	0	0	0	0	0	8972	0	0	0	0	60	141315			
a	934	1	11816	14	415		415	829.2						829.2				0	5.6	13060	115		
b	934	2	6914	8	243		243	485.2						485.2				0	3.3	7642	115		
c	934	3	9365	11	329		329	657.2						657.2				0	4.4	10351	115		
d	934	4	9365	11	329		329	657.2						657.2				0	4.4	10351	115		
e	934	5	9365	11	329		329	657.2						657.2				0	4.4	10351	115		
f	934	6	9365	11	329		329	657.2						657.2				0	4.4	10351	115		
g	934	7	28101	33	986		986	1972						1972				0	13.2	31059	115		
h	934	10	9365	11	329		329	657.2						657.2				0	4.4	10351	115		
i	934	12	22800	27	800		800	1600						1600				0	10.7	25200	115		
j	934	74	11400	13	400		400	800						800				0	5.4	12600	115		
3			16500	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	16500			
a	399	39	3300	4	0	0	0							0				0	1.941176471	3300	45		
b	399	41	13200	16	0	0	0							0				0	7.764705882	13200	45		
4			1300	1	0	0	0	0	0	0	1500	0	0	1500	0	0	0	0	0	2800			
a	399	58	1300	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1300	26		
b	399	59	0	0	0	0	0	0	0	0	750	0	0	750	0	0	0	0		750	26		
c	399	60	0	0	0	0	0	0	0	0	750	0	0	750	0	0	0	0		750	26		
5			1324	3	0	0	0	0	0	0	0	0	0	0	0	0	5576	5576	0	6900			
a	405	13	524	2	0	0	0	0	0	0	0	0	0	0	0	0	988	988		1512	23		
b	405	14	800	1	0	0	0	0	0	0	0	0	0	0	0	0	2088	2088		2888	23		
c	405	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	2500		2500	23		
d	405	16	0	0			0	0						0				0	0	0	23		
6			0	0	0	0	0	0	0	0	0	0	0	0	0	0	3900	3900	0	3900			
a	405	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14		
b	405	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14		
c	405	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3900	3900	0	3900	14		
7			0	0	20844	0	20844	16125	0	62531	0	0	0	78656	0	0	0	0	0	99500			
aa	405	27	0	0			0	7500						7500				0	0	7500	53		
ac	405	27	0	0			0	8625						8625				0	0	8625	53		
ab	405	27	0	0	20843.75		20844			62531.25				62531.25				0	0	83375	53		
8			0	0	0	0	0	1953	0	2527	0	0	0	4480	0	0	0	0	0	4480			
a	405	60	0	0			0	1953		2527				4480				0	0	4480	45		
9			0	0	0	0	0	4433	0	0	0	0	0	4433	0	0	0	0	0	4433			
a	407	8	0	0			0	2216.5						2216.5				0	0	2216.5	15		
b	407	9	0	0			0	2216.5						2216.5				0		2216.5	15		
10			0	0	0	0	0	0	0	4433	0	0	0	4433	0	0	0	0	0	4433			
a	407	12	0	0			0			2216.5				2216.5				0	0	2216.5	15		
b	407	13	0	0			0			2216.5				2216.5				0	0	2216.5	15		
11			0	0	2527	0	2527	1953	0	0	0	0	0	1953	0	0	0	0	0	4480			
a	411	12	0	0	2527		2527	1953						1953				0	0	4480	45		
12			0	0	0	0	0	0	12000	10000	0	0	0	22000	0	0	0	0	0	24500			
a	412	1	0	0			0			10000				10000				0	0	10000	28		
ba	412	6	0	0			0		10000					10000				0	0	10000	28		
bb	412	6	0	0			0		2000					2000				0	0	2000	28		
c	412	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28		
d	412	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28		
e	412	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2500	28		
13			0	0	0	0	0	14500	0	0	0	0	0	14500	13050	0	0	13050	0	27550			
a	412	18	0	0	0	0	0	0	0	0	0	0	0	0	4750	0	0	4750	0	4750	26		
b	412	19	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	26		
c	412	20	0	0	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	0	5000	26		
d	412	45	0	0	0	0	0	0	0	0	0	0	0	0	3300	0	0	3300	0	3300	26		
e	412	48	0	0	0	0	0	9500	0	0	0	0	0	9500	0	0	0	0	0	9500	26		
14			0	0	0	0	0	0	0	0	0	54870	133	54870	0	0	0	0	31	54870			
a	413	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
b	413	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
c	413	7	0	0	0	0	0	0	0	0	0	54870	133	54870	0	0	0	0	31	54870	121		
15			0	0	0	0	0	0	0	0	0	0	0	0	22834	0	25700	48534	0	48534			
a	417	1	0	0			0							0	0	0	0	0	0	0	41		
b	417	10	0	0			0							0	22834	0	0	22834	0	22834	42		
c	417	14	0	0			0							0	0	0	7850	7850	0	7850	13		
d	417	21	0	0			0							0	0	0	17850	17850	0	17850	22		
16			0	0	0	0	0	0	0	4505	12000	0	0	16505	0	0	0	0	0	16505			
a	420	19	0	0	0	0	0	0	0	4505	12000	0	0	16505	0	0	0	0	0	16505	40		

Site Info				With-Action																				
					Residential Uses		CF Uses				Commercial Uses							Industrial Uses				Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height	
1					**152137**	**179**	**0**	**0**	**0**	**15806**	**0**	**0**	**0**	**0**	**0**	**15806**	**0**	**0**	**0**	**0**	**54**	**167943**		
	a	395	35	C4-4D*	12112	14			0	1258.4						1258.4				0	4.3	**13370.5**	135	
	b	395	36	C4-4D*	12112	14			0	1258.4						1258.4				0	4.3	**13370.5**	135	
	c	395	37	C4-4D*	75137	88			0	7806.4						7806.4				0	26.5	**82943.0**	135	
	e	395	30	C4-4D*	15400	18			0	1600						1600				0	5.4	**17000.0**	135	
	f	395	32	C4-4D*	12936	15			0	1344						1344				0	4.6	**14280.0**	135	
	g	395	33	C4-4D*	12320	14			0	1280						1280				0	4.3	**13600.0**	135	
	h	395	34	C4-4D*	12120	14			0	1259.2						1259.2				0	4.3	**13379.0**	135	
2					172719	203	8972	0	8972	8972	0	0	0	0	0	8972	0	0	0	0	61	190664		
	a	934	1	C4-4D*	15962	19	829.2		829.2	829.2						829.2				0	5.6	**17620.5**	165	
	b	934	2	C4-4D*	9340	11	485.2		485.2	485.2						485.2				0	3.3	**10310.5**	165	
	c	934	3	C4-4D*	12651	15	657.2		657.2	657.2						657.2				0	4.5	**13965.5**	165	
	d	934	4	C4-4D*	12651	15	657.2		657.2	657.2						657.2				0	4.5	**13965.5**	165	
	e	934	5	C4-4D*	12651	15	657.2		657.2	657.2						657.2				0	4.5	**13965.5**	165	
	f	934	6	C4-4D*	12651	15	657.2		657.2	657.2						657.2				0	4.5	**13965.5**	165	
	g	934	7	C4-4D*	37961	45	1972		1972	1972						1972				0	13.4	**41905.0**	165	
	h	934	10	C4-4D*	12651	15	657.2		657.2	657.2						657.2				0	4.5	**13965.5**	165	
	i	934	12	C4-4D*	30800	36	1600		1600	1600						1600				0	10.9	**34000.0**	165	
	j	934	74	C4-4D*	15400	18	800		800	800						800				0	5.4	**17000.0**	165	
3					36000	42	0	0	0	6000	0	3000	0	0	0	9000	0	0	0	0	0	45000		
	a	399	39	M1-5/R7X	7200	8	0		0	1200		600				1800					0.0	**9000.0**	85	
	b	399	41	M1-5/R7X	28800	34	0		0	4800		2400				7200					0.0	**36000.0**	85	
4					21000	25	3000	0	3000	3000	0	0	0	0	0	3000	0	0	0	0	0	27000		
	a	399	58	M1-4/R6A	7000	8.235294	1000		1000	1000						1000				0	0.0	**9000.0**	75	
	b	399	59	M1-4/R6A	7000	8.235294	1000		1000	1000						1000				0	0.0	**9000.0**	75	
	c	399	60	M1-4/R6A	7000	8.235294	1000		1000	1000						1000				0	0.0	**9000.0**	75	
5					45000	53	4500	0	4500	4500	0	0	0	0	0	4500	0	0	0	0	0	54000		
	a	405	13	M1-4/R6A	7500	8.823529	750		750	750						750				0	0.0	**9000.0**	75	
	b	405	14	M1-4/R6A	7500	8.823529	750		750	750						750				0	0.0	**9000.0**	75	
	c	405	15	M1-4/R6A	7500	8.823529	750		750	750						750				0	0.0	**9000.0**	75	
	d	405	16	M1-4/R6A	22500	26.47059	2250		2250	2250						2250				0	0.0	**27000.0**	75	
6					19800	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19800		
	a	405	63	M1-4/R6B	5500	6.470588			0							0				0	0.0	**5500.0**	85	
	b	405	64	M1-4/R6B	5500	6.470588			0							0				0	0.0	**5500.0**	85	
	c	405	12	M1-4/R6B	8800	10.35294			0							0				0	0.0	**8800.0**	85	
7					71850	85	22569	0	22569	3450	0	66506	0	0	0	69956	0	0	0	0	0	164375		
	aa	405	27	M1-4/R6A	27000	32			0							0				0	0.0	**27000.0**	75	
	ac	405	27	M1-5/R7X	44850	53	1725		1725	3450		3975				7425				0	0.0	**54000.0**	75	
	ab	405	27	M1-4	0	0	20843.75		20843.75	0		62531.25				62531.25				0	0.0	**83375.0**	75	
8					5500	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5500		
	a	405	60	M1-4/R6B	5500	6			0							0				0	0.0	**5500.0**	45	
9					19440	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19440		
	a	407	8	M1-4/R6A	9720	11			0							0				0	0.0	**9720.0**	85	
	b	407	9	M1-4/R6A	9720	11			0							0				0	0.0	**9720.0**	85	
10					15120	18	0	0	0	4320	0	0	0	0	0	4320	0	0	0	0	0	19440		
	a	407	12	M1-4/R6A	7560	9			0	2160						2160				0	0.0	**9720.0**	75	
	b	407	13	M1-4/R6A	7560	9			0	2160						2160				0	0.0	**9720.0**	75	
11					5500	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5500		
	a	411	12	M1-4/R6A	5500	6			0							0				0	0.0	**5500.0**	55	
12					192000	226	0	0	0	26000	0	13000	0	0	0	39000	0	0	0	0	68	231000		
	a	412	1	M1-5/R7X	48000	56			0	8000		4000				12000				0	16.9	**60000.0**	120	
	ba	412	6	M1-5/R7X	48000	56			0	8000		4000				12000				0	16.9	**60000.0**	120	
	bb	412	6	M1-4/R6A	14400	17		0	0							0				0	5.1	**14400.0**	120	
	c	412	15	M1-4/R6A	21600	25			0							0				0	7.6	**21600.0**	120	
	d	412	51	M1-5/R7X	48000	56			0	8000		4000				12000				0	16.9	**60000.0**	120	
	e	412	50	M1-5/R7X	12000	14			0	2000		1000				3000				0	4.2	**15000.0**	120	
13					89400	105	0	0	0	10400	0	5200	0	0	0	15600	0	0	0	0	0	105000		
	a	412	18	M1-4/R6A	9000	11			0							0				0	0.0	**9000.0**	115	
	b	412	19	M1-4/R6A	9000	11			0							0				0	0.0	**9000.0**	115	
	c	412	20	M1-4/R6A	9000	11			0							0				0	0.0	**9000.0**	115	
	d	412	45	M1-5/R7X	28800	34			0	4800		2400				7200				0	0.0	**36000.0**	115	
	e	412	48	M1-5/R7X	33600	40			0	5600		2800				8400				0	0.0	**42000.0**	115	
14					41800	49	0	0	0	7600	0	3800	0	54870	133	66270	0	0	0	0	0	108070		
	a	413	1	M1-5/R7X	12540	15			0	2280		1140				3420				0	0.0	**15960.0**	95	
	b	413	2	M1-5/R7X	29260	34			0	5320		2660				7980				0	0.0	**37240.0**	95	
	c	413	7	M1-5/R7X		0			0					54870	133	54870				0	0.0	**54870.0**	145	
15					264075	311	0	40000	40000	9603	0	10203	0	0	0	19806	0	0	0	0	93	323880		
	a	417	1	M1-4/R7-2	37743.2	44			0	1372.48		1458.26				2830.74				0	13.3	**40573.9**	210	
	b	417	10	M1-4/R7-2	82451.6	97		40000	40000	2998.24		3185.63				6183.87				0	29.1	**128635.5**	210	
	c	417	14	M1-4/R7-2	34540	41			0	1256		1334.5				2590.5				0	12.2	**37130.5**	210	
	d	417	21	M1-4/R7-2	109340	129			0	3976		4224.5				8200.5				0	38.6	**117540.5**	210	
16					0	0	12295	0	12295	9836	0	27049	0	0	0	36885	0	0	0	0	0	49180		
	a	420	19	M1-5		0	12295		12295	9836		27049				36885				0	0.0	**49180.0**	95	

Site Info				Increment																			
				Residential Uses		CF Uses				Commerical Uses							Industrial Uses						
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
1				**39516**	**46**	**-3952**	**0**	**-3952**	**7903**	**0**	**0**	**0**	**0**	**0**	**7903**	**0**	**0**	**0**	**0**	**1**	**43468**
	a	395	35	3146	4	-314.60	0.00	-314.60	629.20	0.00	0.00	0.00	0.00		629	0.00	0.00	0.00	0.00	0	3461
	b	395	36	3146	4	-314.60	0.00	-314.60	629.20	0.00	0.00	0.00	0.00		629	0.00	0.00	0.00	0.00	0	3461
	c	395	37	19516	23	-1951.60	0.00	-1951.60	3903.20	0.00	0.00	0.00	0.00		3903	0.00	0.00	0.00	0.00	0	21468
	e	395	30	4000	5	-400.00	0.00	-400.00	800.00	0.00	0.00	0.00	0.00		800	0.00	0.00	0.00	0.00	0	4400
	f	395	32	3360	4	-336.00	0.00	-336.00	672.00	0.00	0.00	0.00	0.00		672	0.00	0.00	0.00	0.00	0	3696
	g	395	33	3200	4	-320.00	0.00	-320.00	640.00	0.00	0.00	0.00	0.00		640	0.00	0.00	0.00	0.00	0	3520
	h	395	34	3148	4	-314.80	0.00	-314.80	629.60	0.00	0.00	0.00	0.00		630	0.00	0.00	0.00	0.00	0	3463
2				44862	53	4486	0	4486	0	0	0	0	0	0	0	0	0	0	0	1	49348
	a	934	1	4146	5	415	0	415	0	0	0	0	0	0	0	0	0	0	0	0	4561
	b	934	2	2426	3	243	0	243	0	0	0	0	0	0	0	0	0	0	0	0	2669
	c	934	3	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
	d	934	4	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
	e	934	5	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
	f	934	6	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
	g	934	7	9860	12	986	0	986	0	0	0	0	0	0	0	0	0	0	0	0	10846
	h	934	10	3286	4	329	0	329	0	0	0	0	0	0	0	0	0	0	0	0	3615
	i	934	12	8000	9	800	0	800	0	0	0	0	0	0	0	0	0	0	0	0	8800
	j	934	74	4000	5	400	0	400	0	0	0	0	0	0	0	0	0	0	0	0	4400
3				19500	23	0	0	0	6000	0	3000	0	0	0	9000	0	0	0	0	-10	28500
	a	399	39	3900	4.588235294	0	0	0	1200	0	600	0	0		1800	0	0	0	0	-2	5700
	b	399	41	15600	18.35294118	0	0	0	4800	0	2400	0	0		7200	0	0	0	0	-8	22800
4				19700	24	3000	0	3000	3000	0	0	-1500	0	0	1500	0	0	0	0	0	24200
	a	399	58	5700	7.235294118	1000	0	1000	1000	0	0	0	0		1000	0	0	0	0	0	7700
	b	399	59	7000	8.235294118	1000	0	1000	1000	0	0	-750	0		250	0	0	0	0	0	8250
	c	399	60	7000	8.235294118	1000	0	1000	1000	0	0	-750	0		250	0	0	0	0	0	8250
5				43676	50	4500	0	4500	4500	0	0	0	0	0	4500	0	0	-5576	-5576	0	47100
	a	405	13	6976	6.823529412	750	0	750	750	0	0	0	0		750	0	0	-988	-988	0	7488
	b	405	14	6700	7.823529412	750	0	750	750	0	0	0	0		750	0	0	-2088	-2088	0	6112
	c	405	15	7500	8.823529412	750	0	750	750	0	0	0	0		750	0	0	-2500	-2500	0	6500
	d	405	16	22500	26.47058824	2250	0	2250	2250	0	0	0	0		2250	0	0	0	0	0	27000
6				19800	23	0	0	0	0	0	0	0	0	0	0	0	0	-3900	-3900	0	15900
	a	405	63	5500	6.470588235	0	0	0	0	0	0	0	0		0	0	0	0	0	0	5500
	b	405	64	5500	6.470588235	0	0	0	0	0	0	0	0		0	0	0	0	0	0	5500
	c	405	12	8800	10.35294118	0	0	0	0	0	0	0	0		0	0	0	-3900	-3900	0	4900
7				71850	85	1725	0	1725	-12675	0	3975	0	0	0	-8700	0	0	0	0	0	64875
	aa	405	27	27000	32	0.00	0.00	0.00	-7500.00	0.00	0.00	0.00	0.00		-7500	0.00	0.00	0.00	0.00	0	19500
	ac	405	27	44850	53	1725.00	0.00	1725.00	-5175.00	0.00	3975.00	0.00	0.00		-1200	0.00	0.00	0.00	0.00	0	45375
	ab	405	27	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	0
8				5500	6	0	0	0	-1953	0	-2527	0	0	0	-4480	0	0	0	0	0	1020
	a	405	60	5500	6	0.00	0.00	0.00	-1953.00	0.00	-2527.00	0.00	0.00		-4480	0.00	0.00	0.00	0.00	0	1020
9				19440	23	0	0	0	-4433	0	0	0	0	0	-4433	0	0	0	0	0	15007
	a	407	8	9720	11	0	0	0	-2217	0	0	0	0		-2217	0	0	0	0	0	7504
	b	407	9	9720	11	0	0	0	-2217	0	0	0	0		-2217	0	0	0	0	0	7504
10				15120	18	0	0	0	4320	0	-4433	0	0	0	-113	0	0	0	0	0	15007
	a	407	12	7560	9	0	0	0	2160	0	-2217	0	0		-57	0	0	0	0	0	7504
	b	407	13	7560	9	0	0	0	2160	0	-2217	0	0		-57	0	0	0	0	0	7504
11				5500	6	-2527	0	-2527	-1953	0	0	0	0	0	-1953	0	0	0	0	0	1020
	a	411	12	5500	6	-2527.00	0.00	-2527.00	-1953.00	0.00	0.00	0.00	0.00		-1953	0.00	0.00	0.00	0.00	0	1020
12				192000	226	0	0	0	26000	-12000	3000	0	0	0	17000	0	0	0	0	68	206500
	a	412	1	48000	56	0.00	0.00	0.00	8000.00	0.00	-6000.00	0.00	0.00		2000	0.00	0.00	0.00	0.00	17	50000
	ba	412	6	48000	56	0.00	0.00	0.00	8000.00	-10000.00	4000.00	0.00	0.00		2000	0.00	0.00	0.00	0.00	17	50000
	bb	412	6	14400	17	0.00	0.00	0.00	0.00	-2000.00	0.00	0.00	0.00		-2000	0.00	0.00	0.00	0.00	5	12400
	c	412	15	21600	25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	8	21600
	d	412	51	48000	56	0.00	0.00	0.00	8000.00	0.00	4000.00	0.00	0.00		12000	0.00	0.00	0.00	0.00	17	60000
	e	412	50	12000	14	0.00	0.00	0.00	2000.00	0.00	1000.00	0.00	0.00		3000	0.00	0.00	0.00	0.00	4	12500
13				89400	105	0	0	0	-4100	0	5200	0	0	0	1100	-13050	0	0	-13050	0	77450
	a	412	18	9000	11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	-4750.00	0.00	0.00	-4750.00	0	4250
	b	412	19	9000	11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	-5000.00	0.00	0.00	-5000.00	0	4000
	c	412	20	9000	11	0.00	0.00	0.00	-5000.00	0.00	0.00	0.00	0.00		-5000	0.00	0.00	0.00	0.00	0	4000
	d	412	45	28800	34	0.00	0.00	0.00	4800.00	0.00	2400.00	0.00	0.00		7200	-3300.00	0.00	0.00	-3300.00	0	32700
	e	412	48	33600	40	0.00	0.00	0.00	-3900.00	0.00	2800.00	0.00	0.00		-1100	0.00	0.00	0.00	0.00	0	32500
14				41800	49	0	0	0	7600	0	3800	0	0	0	11400	0	0	0	0	-31	53200
	a	413	1	12540	15	0.00	0.00	0.00	2280.00	0.00	1140.00	0.00	0.00		3420	0.00	0.00	0.00	0.00	0	15960
	b	413	2	29260	34	0.00	0.00	0.00	5320.00	0.00	2660.00	0.00	0.00		7980	0.00	0.00	0.00	0.00	0	37240
	c	413	7	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-31	0
15				264075	311	0	40000	40000	9603	0	10203	0	0	0	19806	-22834	0	-25700	-48534	93	275346
	a	417	1	37743	44	0.00	0.00	0.00	1372.48	0.00	1458.26	0.00	0.00		2831	0.00	0.00	0.00	0.00	13	40574
	b	417	10	82452	97	0.00	40000.00	40000.00	2998.24	0.00	3185.63	0.00	0.00		6184	-22834.00	0.00	0.00	-22834.00	29	105801
	c	417	14	34540	41	0.00	0.00	0.00	1256.00	0.00	1334.50	0.00	0.00		2591	0.00	0.00	-7850.00	-7850.00	12	29281
	d	417	21	109340	129	0.00	0.00	0.00	3976.00	0.00	4224.50	0.00	0.00		8201	0.00	0.00	-17850.00	-17850.00	39	99691
16				0	0	12295	0	12295	9836	0	22544	-12000	0	0	20380	0	0	0	0	0	32675
	a	420	19	0	0	12295.00	0.00	12295.00	9836.00	0.00	22544.00	-12000.00	0.00		20380	0.00	0.00	0.00	0.00	0	32675

Site Info				Existing Conditions																				
						Residential Uses	CF Uses			Commerical Uses							Industrial Uses							
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
17						12590	0	0	0	2510	0	743	0	0	0	3253	0	0	0	0	0	15843	
	a	946	1	1043	R8A/C2-4	0			0	0		0				0				0		0	0
	b	946	3	1238	R8A/C2-4	2225			0	747		0				747				0		2972	43
	c	946	4	1238	R8A/C2-4	2229			0			743				743				0		2972	43
	d	946	5	1238	R8A/C2-4	2229			0	743		0				743				0		2972	43
	e	946	6	1238	R8A/C2-4	0			0	0		0				0				0		0	0
	f	946	7	1558	R8A/C2-4	2295			0	1020		0				1020				0		3315	44
	g	946	84	1609	R8A/C2-4	1992			0	0		0				0				0		1992	31
	h	946	85	710	R8A/C2-4	1620			0	0		0				0				0		1620	35
	i	946	101	906	R8A/C2-4	0			0	0		0				0				0		0	0
18						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11100	
	a	424	1	47500	M2-1				0							0				0		11100	22
	b	424	20	12500	M2-1				0							0				0		0	0
19						0	0	0	0	0	0	1000	11000	0	0	12000	0	0	0	0	0	12000	
	aa	426	17	35035	M1-2				0			1000	6000			7000				0		7000	17
	ab	426	17	3465	M1-2				0							0				0		0	
	b	426	44	5000	M1-2				0				5000			5000				0		5000	21
	c	426	49	8500	M1-2				0							0				0		0	0
20						0	0	0	0	0	0	0	0	0	0	0	41050	0	0	41050	0	41050	
	aa	426	1	30000	M1-2				0							0	31050			31050		31050	26
	ab	426	1	10000	M1-2				0							0	10000			10000		10000	26
21						0	0	0	0	0	0	8100	0	0	0	8100	0	0	10114	10114	0	18214	
	a	427	1	9783	M1-2				0			8100				8100			8100	8100		16200	38
	b	427	7	7770	M1-2				0							0				0		0	0
	c	427	10	2014	M1-2				0							0			2014	2014		2014	24
22						0	0	0	0	0	0	7581	0	0	0	7581	0	0	6200	6200	0	30805	
	a	431	12	8978	M2-1				0							0				0		8978	22
	b	431	17	29800	M2-1				0							0				0		8046	19
	c	431	7	6200	M2-1				0							0			6200	6200		6200	20
	d	431	43	7581	M2-1				0			7581				7581				0		7581	21
23						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	433	18	2000	M1-2				0							0				0		0	0
24						0	0	0	0	0	0	0	0	0	0	0	33520	0	0	33520	0	33520	
	aa	433	28	27100	M1-2				0							0	27100			27100		27100	30
	ab	433	28	3000	M1-2				0							0	3000			3000		3000	30
	b	433	46	3450	M1-2				0							0	3420			3420		3420	12
25						0	0	0	0	0	0	1699	0	0	0	1699	0	0	0	0	0	22699	
	a	434	1	21055	M1-2				0			1699				1699				0		22699	19
	ba	434	12	8249	M1-2				0							0				0		0	0
	bb	434	12	8249	M1-2				0							0				0		0	0
26						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	434	24	9500	M1-2				0							0				0		0	0
27						0	0	0	0	0	0	0	360	0	0	360	0	0	0	0	0	360	
	a	434	35	19000	M1-2				0				360			360				0		360	22
28						704	0	0	0	4060	0	0	0	0	0	4060	0	0	0	0	0	23134	
	a	438	1	1500	M2-1				0							0				0		0	0
	b	438	2	1500	M2-1				0							0				0		0	0
	c	438	3	28500	M2-1				0							0				0		720	14
	d	445	8	4500	M2-1				0							0				0		4500	25
	e	445	11	29620	M2-1	704			0	4060						4060				0		5514	23
	f	445	49	8900	M2-1				0							0				0		1000	22
	g	445	50	18000	M2-1				0							0				0		11400	0
29						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25430	
	a	439	1	102070	M2-1				0							0				0		25430	25
30						0	0	0	0	36155	0	0	0	0	0	36155	0	0	0	12800	0	48955	
	a	440	1	12800	M1-2				0							0				12800		12800	30
	ba	440	12	16155	M1-2				0	16155						16155				0		16155	14
	bb	440	12	20000	M1-2				0	20000						20000				0		20000	14
31						0	0	0	0	2500	0	625	0	0	0	3125	0	0	16875	16875	0	21540	
	a	441	24	19000	M1-2				0	2500		625				3125			16875	16875		20000	14
	b	441	33	2240	M1-2				0							0				0		0	0
	c	441	35	2400	M1-2				0							0				0		1540	9
32						0	0	0	0	0	0	0	1127	0	0	1127	0	0	0	0	0	1127	
	a	441	16	2565	M1-2				0							0				0		0	0
	b	441	18	4626	M1-2				0				1127			1127				0		1127	20
33						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	447	32	2400	M1-2				0							0				0		0	0
34						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	447	1	4100	M1-2				0							0				0		0	0
35						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	448	25	5000	M1-2				0							0				0		0	0
36						91228	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91228	
	a	451	25	42200	M1-2	91228			0							0				0		91228	77
37						0	0	0	0	0	0	0	0	0	0	0	7500	0	52047	59547	0	59547	
	a	453	1	39153	M2-1				0							0			52047	52047		52047	41
	b	453	21	26223	M2-1				0							0	7500			7500		7500	15
38						0	0	0	0	0	0	0	11011	0	0	11011	0	0	0	0	0	16881	
	aa	456	1	8764	M1-2				0				5871.88			5871.88				0		5871.88	17
	ab	456	1	7671	M1-2				0				5139.57			5139.57				0		5139.57	17
	b	456	34	5870	M1-2				0							0				0		5870	16
	c	456	6	3600	M1-2				0							0				0		0	0
39						0	0	0	0	0	28000	0	0	0	0	28000	0	0	28000	28000	0	56000	
	aa	969	1	30000	R8A/C2-4				0		14000					14000			14000	14000		28000	26
	ab	969	1	21500	R6B				0		14000					14000			14000	14000		28000	26

Site Info				With-Out Action																					
				Residential Uses		CF Uses				Commerical Uses								Industrial Uses				Parking			
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
17				61435	72	2156	0	2156	4311	0	0	0	0	0	4311	0	0	0	0	29	67901	
	a	946	1	5945	7	209		209	417.2						417.2				0	2.797694118	6571	95
	b	946	3	7057	8	248		248	495.2						495.2				0	3.320752941	7799	95
	c	946	4	7057	8	248		248	495.2						495.2				0	3.320752941	7799	95
	d	946	5	7057	8	248		248	495.2						495.2				0	3.320752941	7799	95
	e	946	6	7057	8	248		248	495.2						495.2				0	3.320752941	7799	95
	f	946	7	8881	10	312		312	623.2						623.2				0	4.179105882	9815	95
	g	946	84	9171	11	322		322	643.6						643.6				0	4.315905882	10137	95
	h	946	85	4047	5	142		142	284						284				0	1.904470588	4473	95
	i	946	101	5164	6	181		181	362.4						362.4				0	2.430211765	5708	95
18				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11100	
	a	424	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11100	21
	b	424	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
19				0	0	0	0	0	0	0	1000	11000	0	0	12000	0	0	0	0	0	12000	
	aa	426	17	0	0	0	0	0	0	0	1000	6000	0	0	7000	0	0	0	0	0	7000	20
	ab	426	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
	b	426	44	0	0	0	0	0	0	0	0	5000	0	0	5000	0	0	0	0	0	5000	20
	c	426	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
20				0	0	20525	20525	41050	0	0	0	0	0	0	0	0	0	0	0	0	41050	
	aa	426	1	0	0	15525	15525	31050							0				0	0	31050	25
	ab	426	1	0	0	5000	5000	10000							0				0	0	10000	25
21				0	0	0	0	0	7770	0	15870	0	0	0	23640	0	0	10114	10114	52	33754	
	a	427	1	0	0	0	0	0	0	0	8100	0	0	0	8100	0	0	8100	8100	0	16200	37
	b	427	7	0	0			0	7770		7770				15540				0	51.8	15540	37
	c	427	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2014	2014	0	2014	37
22				0	0	0	0	0	0	0	16559	0	0	0	16559	0	59600	6200	65800	30	82359	
	a	431	12	0	0			0			8978				8978				0	0	8978	60
	b	431	17	0	0			0							0		59600		59600	29.8	59600	60
	c	431	7	0	0			0							0			6200	6200	0	6200	60
	d	431	43	0	0			0			7581				7581				0	0	7581	60
23				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	433	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24				0	0	0	0	0	0	0	0	0	0	0	0	33520	0	0	33520	0	33520	
	aa	433	28	0	0	0	0	0	0	0	0	0	0	0	0	27100	0	0	27100	0	27100	30
	ab	433	28	0	0	0	0	0	0	0	0	0	0	0	0	3000	0	0	3000	0	3000	30
	b	433	46	0	0	0	0	0	0	0	0	0	0	0	0	3420	0	0	3420	0	3420	12
25				0	0	0	0	0	27449	0	14250	0	0	0	41699	0	0	0	0	63	41699	
	a	434	1	0	0			0	22699						22699				0	0	22699	60
	ba	434	12	0	0			0							0				0	0	0	60
	bb	434	12	0	0			0	4750		14250				19000				0	63.33333333	19000	60
26				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	434	24	0	0			0							0				0	0	0	0
27				0	0	0	0	0	0	0	0	360	0	0	360	0	0	0	0	0	360	
	a	434	35	0	0	0	0	0	0	0	0	360	0	0	360	0	0	0	0	0	360	21
28				704	1	0	0	0	4060	0	0	0	0	0	4060	0	0	0	0	0	23134	
	a	438	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	b	438	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
	c	438	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	720	22
	d	445	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500	22
	e	445	11	704	1	0	0	0	4060	0	0	0	0	0	4060	0	0	0	0	0	5514	22
	f	445	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1000	22
	g	445	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11400	22
29				0	0	0	0	0	0	25430	0	0	0	0	25430	0	0	0	0	0	25430	
	a	439	1	0	0			0		25430					25430				0	0	25430	24
30				0	0	75880	0	75880	11260	0	78818	0	0	0	90077	0	0	0	0	553	165957	
	a	440	1	0	0	19840		19840	2944		20608				23552				0	144.64	43392	120
	ba	440	12	0	0	25040.25		25040	3715.65		26009.55				29725.2				0	182.5515	54765.45	120
	bb	440	12	0	0	31000		31000	4600		32200				36800				0	226	67800	120
31				0	0	23554	0	23554	4640	0	4640	0	0	0	9280	0	0	0	0	31	32834	
	a	441	24	0	0	23554	0	23554		0		0	0	0	0	0	0	0	0	0	23554	32
	b	441	33	0	0			0	2240		2240				4480				0	14.93333333	4480	32
	c	441	35	0	0			0	2400		2400				4800				0	16	4800	32
32				0	0	0	0	0	0	0	0	1127	0	0	1127	0	0	0	0	0	1127	
	a	441	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	b	441	18	0	0	0	0	0	0	0	0	1127	0	0	1127	0	0	0	0	0	1127	19
33				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	447	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34				0	0	0	0	0	0	0	4557	0	0	0	4557	0	0	0	0	0	4557	
	a	447	1	0	0			0			4557				4557				0	0	4557	30
35				0	0	0	0	0	0	0	4412	0	0	0	4412	0	0	0	0	0	4412	
	a	448	25	0	0			0			4412				4412				0	0	4412	15
36				91228	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91228	
	a	451	25	91228	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91228	76
37				0	0	0	0	0	0	0	0	0	0	0	0	0	0	65376	65376	33	65376	
	a	453	1	0	0			0							0	0	39153		39153	19.5765	39153	45
	b	453	21	0	0			0							0		26223	0	26223	13.1115	26223	45
38				0	0	0	0	0	0	0	0	11011	0	0	11011	0	0	0	0	0	16881	
	aa	456	1	0	0	0	0	0	0	0	0	5871.88	0	0	5871.88	0	0	0	0	0	5872	17
	ab	456	1	0	0	0	0	0	0	0	0	5139.57	0	0	5139.57	0	0	0	0	0	5140	17
	b	456	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5870	17
	c	456	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
39				205600	242	6000	0	6000	9600	0	0	0	0	0	9600	0	0	0	0	102	221200	
	aa	969	1	162600	191	6000		6000	9600						9600				0	76.51764706	178200	125
	ab	969	1	43000	51			0							0				0	25.29411765	43000	125

Site Info				With-Action																					
					Residential Uses		CF Uses			Commercial Uses							Industrial Uses				Parking			
Site Number	Block	Lot		Proposed Zoning	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height	
17					82991	98	4311	0	4311	4311	0	0	0	0	0	4311	0	0	0	0	0	91613		
	a	946	1	C4-4D*	8031	9	417.2		417.2	417.2						417.2				0	0.0	**8865.5**	145	
	b	946	3	C4-4D*	9533	11	495.2		495.2	495.2						495.2				0	0.0	**10523.0**	145	
	c	946	4	C4-4D*	9533	11	495.2		495.2	495.2						495.2				0	0.0	**10523.0**	145	
	d	946	5	C4-4D*	9533	11	495.2		495.2	495.2						495.2				0	0.0	**10523.0**	145	
	e	946	6	C4-4D*	9533	11	495.2		495.2	495.2						495.2				0	0.0	**10523.0**	145	
	f	946	7	C4-4D*	11997	14	623.2		623.2	623.2						623.2				0	0.0	**13243.0**	145	
	g	946	84	C4-4D*	12389	15	643.6		643.6	643.6						643.6				0	0.0	**13676.5**	145	
	h	946	85	C4-4D*	5467	6	284		284	284						284				0	0.0	**6035.0**	145	
	i	946	101	C4-4D*	6976	8	362.4		362.4	362.4						362.4				0	0.0	**7701.0**	145	
18					252000	296	0	0	0	15000	0	15000	0	0	0	30000	0	0	0	0	89	282000		
	a	424	1	M1-4/R7-2	199500	235			0	11875		11875				23750				0	70.4	**223250.0**	188	
	b	424	20	M1-4/R7-2	52500	62			0	3125		3125				6250				0	18.5	**58750.0**	188	
19					229242	270	0	0	0	28028	0	14014	0	0	0	42042	0	0	0	0	83	271284		
	aa	426	17	M1-5/R7X	168168	198			0	28028		14014				42042				0	59.4	**210210.0**	120	
	ab	426	17	M1-4/R6A	12474	15			0							0				0	4.4	**12474.0**	120	
	b	426	44	M1-4/R6A	18000	21			0							0				0	6.4	**18000.0**	120	
	c	426	49	M1-4/R6A	30600	36			0							0				0	10.8	**30600.0**	120	
20					192000	226	0	0	0	12000	0	12000	0	0	0	24000	0	0	0	0	68	216000		
	aa	426	1	M1-5/R7X	156000	184			0	12000		12000				24000				0	55.1	**180000.0**	120	
	ab	426	1	M1-4/R6A	36000	42			0							0				0	12.7	**36000.0**	120	
21					93922	110	0	0	0	15654	0	7827	0	0	0	23480	0	0	0	0	0	117402		
	a	427	1	M1-5/R7X	46958.4	55			0	7826.4		3913.2				11739.6				0	0.0	**58698.0**	100	
	b	427	7	M1-5/R7X	37296	44			0	6216		3108				9324				0	0.0	**46620.0**	100	
	c	427	10	M1-5/R7X	9667.2	11			0	1611.2		805.6				2416.8				0	0.0	**12084.0**	100	
22					226004	266	0	7884	7884	5256	0	7884	0	0	0	13140	0	0	7884	7884	80	254911		
	a	431	12	M1-4/R7-2	38605.4	45		1346.7	1346.7	897.8		1346.7				2244.5			1346.7	1346.7	13.6	**43543.3**	195	
	b	431	17	M1-4/R7-2	128140	151		4470	4470	2980		4470				7450			4470	4470	45.2	**144530.0**	195	
	c	431	7	M1-4/R7-2	26660	31		930	930	620		930				1550			930	930	9.4	**30070.0**	195	
	d	431	43	M1-4/R7-2	32598.3	38		1137.15	1137.15	758.1		1137.15				1895.25			1137.15	1137.15	11.5	**36767.9**	195	
23					0	0	0	0	0	0	0	6000	0	0	0	6000	0	0	0	0	0	6000		
	a	433	18	M1-4/R6A		0			0			6000				6000				0	0.0	**6000.0**	75	
24					126890	149	0	0	0	24440	0	0	0	0	0	24440	0	0	0	0	45	151330		
	aa	433	28	M1-4/R7A	102980	121			0	21680						21680				0	36.3	**124660.0**	75	
	ab	433	28	M1-4/R6A	10800	13			0							0				0	3.8	**10800.0**	75	
	b	433	46	M1-4/R7A	13110	15			0	2760						2760				0	4.6	**15870.0**	75	
25					111355	131	0	0	0	23443	0	32996	0	0	0	56439	0	0	0	0	0	167794		
	a	434	1	M1-4/R7A	80009	94			0	16844						16844				0	0.0	**96853.0**	80	
	ba	434	12	M1-4/R7A	31346.2	37			0	6599.2						6599.2				0	0.0	**37945.4**	80	
	bb	434	12	M1-5		0			0			32996				32996				0	0.0	**32996.0**	80	
26					0	0	0	0	0	7600	0	30400	0	0	0	38000	0	0	0	0	0	38000		
	a	434	24	M1-5		0			0	7600		30400				38000				0	0.0	**38000.0**	95	
27					146300	172	0	0	0	5000	10200	0	0	0	0	15200	0	0	0	0	52	161500		
	a	434	35	C4-4D*	146300	172			0	5000	10200					15200				0	51.6	**161500.0**	125	
28					393210	463	0	0	0	9252	0	46260	0	0	0	55512	0	0	0	0	139	448722		
	a	438	1	M1-4/R7-2	6375	8			0	150		750				900				0	2.3	**7275.0**	215	
	b	438	2	M1-4/R7-2	6375	8			0	150		750				900				0	2.3	**7275.0**	215	
	c	438	3	M1-4/R7-2	121125	143			0	2850		14250				17100				0	42.8	**138225.0**	215	
	d	445	8	M1-4/R7-2	19125	23			0	450		2250				2700				0	6.8	**21825.0**	215	
	e	445	11	M1-4/R7-2	125885	148			0	2962		14810				17772				0	44.4	**143657.0**	215	
	f	445	20	M1-4/R7-2	37825	45			0	890		4450				5340				0	13.4	**43165.0**	215	
	g	445	50	M1-4/R7-2	76500	90			0	1800		9000				10800				0	27.0	**87300.0**	215	
29					423591	498	10207	10207	20414	20736	0	30621	0	0	0	45932	0	0	10207	10207	150	500143		
	a	439	1	M1-4/R7-2	423590.5	498	10207	10207	20414	20735.5		30621				45931.5			10207	10207	149.5	**500143.0**	200	
30					169229	199	0	0	0	23164	0	0	0	0	0	23164	0	0	0	0	60	192393		
	a	440	1	M1-4/R6A	35840	42			0	10240						10240				0	12.6	**46080.0**	85	
	ba	440	12	M1-4/R7A	61389	72			0	12924						12924				0	21.7	**74313.0**	85	
	bb	440	12	M1-4/R6A	72000	85			0							0				0	25.4	**72000.0**	85	
31					107928	127	0	0	0	18912	0	0	0	0	0	18912	0	0	0	0	0	126840		
	a	441	24	M1-4/R7A	72200	85			0	15200						15200				0	0.0	**87400.0**	105	
	b	441	33	C4-4D*	17248	20			0	1792						1792				0	0.0	**19040.0**	105	
	c	441	35	C4-4D*	18480	22			0	1920						1920				0	0.0	**20400.0**	105	
32					27326	32	0	0	0	5753	0	0	0	0	0	5753	0	0	0	0	0	33079		
	a	441	16	M1-4/R7A	9747	11			0	2052						2052				0	0.0	**11799.0**	85	
	b	441	18	M1-4/R7A	17578.8	21			0	3700.8						3700.8				0	0.0	**21279.6**	85	
33					3360	4	0	0	0	1920	0	0	0	0	0	1920	0	0	0	0	0	5280		
	a	447	32	M1-4/R6B	3360	4			0	1920						1920				0	0.0	**5280.0**	45	
34					11480	14	0	0	0	3280	0	0	0	0	0	3280	0	0	0	0	0	14760		
	a	447	1	M1-4/R6A	11480	14			0	3280						3280				0	0.0	**14760.0**	75	
35					0	0	0	0	0	4000	0	11000	0	0	0	15000	0	0	0	0	0	15000		
	a	448	25	M1-4		0			0	4000		11000				15000				0	0.0	**15000.0**	60	
36					157329	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	157329		
	a	451	25	R6A	157329	175			0							0				0	0.0	**157329.0**	85	
37					284386	335	6538	0	6538	6538	0	22882	0	0	0	29419	0	0	0	0	100	320342		
	a	453	1	M1-4/R7-2	170315.55	200	3915.3		3915.3	3915.3		13703.55				17618.85				0	60.1	**191849.7**	210	
	b	453	21	M1-4/R7-2	114070.05	134	2622.3		2622.3	2622.3		9178.05				11800.35				0	40.3	**128492.7**	210	
38					137478	162	0	0	0	11707	0	0	0	0	0	11707	0	0	0	0	49	149185		
	aa	456	1	C4-4D*	67482.8	79			0	7011.2						7011.2				0	23.8	**74494.0**	155	
	ab	456	1	M1-4/R6B	16876.2	20			0							0				0	6.0	**16876.2**	155	
	b	456	34	C4-4D*	45199	53			0	4696						4696				0	16.0	**49895.0**	155	
	c	456	6	M1-4/R6B	7920	9			0							0				0	2.8	**7920.0**	155	
39					274000	322	0	40000	40000	24000	0	0	0	0	0	24000	0	0	0	0	102	338000		
	aa	969	1	C4-4D	231000	272		40000	40000	24000						24000				0	81.5	**295000.0**	175	
	ab	969	1	R6B	43000	51			0							0				0	20.2	**43000.0**	175	

Site Info				Increment																			
				Residential Uses		CF Uses				Commerical Uses							Industrial Uses						
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
17				21596	25	2156	0	2156	0	0	0	0	0	0	0	0	0	0	0	-29	23712
	a	946	1	2086	2	208.60	0.00	208.60	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-3	2295
	b	946	3	2476	3	247.60	0.00	247.60	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-3	2724
	c	946	4	2476	3	247.60	0.00	247.60	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-3	2724
	d	946	5	2476	3	247.60	0.00	247.60	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-3	2724
	e	946	6	2476	3	247.60	0.00	247.60	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-3	2724
	f	946	7	3116	4	311.60	0.00	311.60	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-4	3428
	g	946	84	3218	4	321.80	0.00	321.80	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-4	3540
	h	946	85	1420	2	142.00	0.00	142.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-2	1562
	i	946	101	1812	2	181.20	0.00	181.20	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-2	1993
18				252000	296	0	0	0	15000	0	15000	0	0	0	30000	0	0	0	0	89	270900
	a	424	1	199500	235	0.00	0.00	0.00	11875.00	0.00	11875.00	0.00	0.00		23750	0.00	0.00	0.00	0.00	70	212150
	b	424	20	52500	62	0.00	0.00	0.00	3125.00	0.00	3125.00	0.00	0.00		6250	0.00	0.00	0.00	0.00	19	58750
19				229242	270	0	0	0	28028	0	13014	-11000	0	0	30042	0	0	0	0	81	259284
	aa	426	17	168168	198	0.00	0.00	0.00	28028.00	0.00	13014.00	-6000.00	0.00		35042	0.00	0.00	0.00	0.00	59	203210
	ab	426	17	12474	15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	4	12474
	b	426	44	18000	21	0.00	0.00	0.00	0.00	0.00	0.00	-5000.00	0.00		-5000	0.00	0.00	0.00	0.00	6	13000
	c	426	49	30600	36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	11	30600
20				192000	226	-20525	-20525	-41050	12000	0	12000	0	0	0	24000	0	0	0	0	68	174950
	aa	426	1	156000	184	-15525.00	-15525.00	-31050.00	12000.00	0.00	12000.00	0.00	0.00		24000	0.00	0.00	0.00	0.00	55	148950
	ab	426	1	36000	42	-5000.00	-5000.00	-10000.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	13	26000
21				93922	110	0	0	0	7884	0	-8043	0	0	0	-160	0	0	-10114	-10114	-52	83648
	a	427	1	46958	55	0.00	0.00	0.00	7826.40	0.00	-4186.80	0.00	0.00		3640	0.00	0.00	-8100.00	-8100.00	0	42498
	b	427	7	37296	44	0.00	0.00	0.00	-1554.00	0.00	-4662.00	0.00	0.00		-6216	0.00	0.00	0.00	0.00	-52	31080
	c	427	10	9667	11	0.00	0.00	0.00	1611.20	0.00	805.60	0.00	0.00		2417	0.00	0.00	-2014.00	-2014.00	0	10070
22				226004	266	0	7884	7884	5256	0	-8675	0	0	0	-3419	0	-59600	1684	-57916	50	172552
	a	431	12	38605	45	0.00	1346.70	1346.70	897.80	0.00	-7631.30	0.00	0.00		-6734	0.00	0.00	1346.70	1346.70	14	34565
	b	431	17	128140	151	0.00	4470.00	4470.00	2980.00	0.00	4470.00	0.00	0.00		7450	0.00	-59600.00	4470.00	-55130.00	15	84930
	c	431	7	26660	31	0.00	930.00	930.00	620.00	0.00	930.00	0.00	0.00		1550	0.00	0.00	-5270.00	-5270.00	9	23870
	d	431	43	32598	38	0.00	1137.15	1137.15	758.10	0.00	-6443.85	0.00	0.00		-5686	0.00	0.00	1137.15	1137.15	12	29187
23				0	0	0	0	0	0	0	6000	0	0	0	6000	0	0	0	0	0	6000
	a	433	18	0	0	0.00	0.00	0.00	0.00	0.00	6000.00	0.00	0.00		6000	0.00	0.00	0.00	0.00	0	6000
24				126890	149	0	0	0	24440	0	0	0	0	0	24440	-33520	0	0	-33520	45	117810
	aa	433	28	102980	121	0.00	0.00	0.00	21680.00	0.00	0.00	0.00	0.00		21680	-27100.00	0.00	0.00	-27100.00	36	97560
	ab	433	28	10800	13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	-3000.00	0.00	0.00	-3000.00	4	7800
	b	433	46	13110	15	0.00	0.00	0.00	2760.00	0.00	0.00	0.00	0.00		2760	-3420.00	0.00	0.00	-3420.00	5	12450
25				111355	131	0	0	0	-4006	0	18746	0	0	0	14740	0	0	0	0	-63	126095
	a	434	1	80009	94	0.00	0.00	0.00	-5855.00	0.00	0.00	0.00	0.00		-5855	0.00	0.00	0.00	0.00	0	74154
	ba	434	12	31346	37	0.00	0.00	0.00	6599.20	0.00	0.00	0.00	0.00		6599	0.00	0.00	0.00	0.00	0	37945
	bb	434	12	0	0	0.00	0.00	0.00	-4750.00	0.00	18746.00	0.00	0.00		13996	0.00	0.00	0.00	0.00	-63	13996
26				0	0	0	0	0	7600	0	30400	0	0	0	38000	0	0	0	0	0	38000
	a	434	24	0	0	0.00	0.00	0.00	7600.00	0.00	30400.00	0.00	0.00		38000	0.00	0.00	0.00	0.00	0	38000
27				146300	172	0	0	0	5000	10200	0	-360	0	0	14840	0	0	0	0	52	161140
	a	434	35	146300	172	0.00	0.00	0.00	5000.00	10200.00	0.00	-360.00	0.00		14840	0.00	0.00	0.00	0.00	52	161140
28				392506	462	0	0	0	5192	0	46260	0	0	0	51452	0	0	0	0	139	425588
	a	438	1	6375	8	0.00	0.00	0.00	150.00	0.00	750.00	0.00	0.00		900	0.00	0.00	0.00	0.00	2	7275
	b	438	2	6375	8	0.00	0.00	0.00	150.00	0.00	750.00	0.00	0.00		900	0.00	0.00	0.00	0.00	2	7275
	c	438	3	121125	143	0.00	0.00	0.00	2850.00	0.00	14250.00	0.00	0.00		17100	0.00	0.00	0.00	0.00	43	137505
	d	445	8	19125	23	0.00	0.00	0.00	450.00	0.00	2250.00	0.00	0.00		2700	0.00	0.00	0.00	0.00	7	17325
	e	445	11	125181	147	0.00	0.00	0.00	-1098.00	0.00	14810.00	0.00	0.00		13712	0.00	0.00	0.00	0.00	44	138143
	f	445	20	37825	45	0.00	0.00	0.00	890.00	0.00	4450.00	0.00	0.00		5340	0.00	0.00	0.00	0.00	13	42165
	g	445	50	76500	90	0.00	0.00	0.00	1800.00	0.00	9000.00	0.00	0.00		10800	0.00	0.00	0.00	0.00	27	75900
29				423591	498	10207	10207	20414	20736	-25430	30621	0	0	0	20502	0	0	10207	10207	150	474713
	a	439	1	423591	498	10207.00	10207.00	20414.00	20735.50	-25430.00	30621.00	0.00	0.00		20502	0.00	0.00	10207.00	10207.00	150	474713
30				169229	199	-75880	0	-75880	11904	0	-78818	0	0	0	-66913	0	0	0	0	-493	26436
	a	440	1	35840	42	-19840.00	0.00	-19840.00	7296.00	0.00	-20608.00	0.00	0.00		-13312	0.00	0.00	0.00	0.00	-132	2688
	ba	440	12	61389	72	-25040.25	0.00	-25040.25	9208.35	0.00	-26009.55	0.00	0.00		-16801	0.00	0.00	0.00	0.00	-161	19548
	bb	440	12	72000	85	-31000.00	0.00	-31000.00	-4600.00	0.00	-32200.00	0.00	0.00		-36800	0.00	0.00	0.00	0.00	-201	4200
31				107928	127	-23554	0	-23554	14272	0	-4640	0	0	0	9632	0	0	0	0	-31	94006
	a	441	24	72200	85	-23554.00	0.00	-23554.00	15200.00	0.00	0.00	0.00	0.00		15200	0.00	0.00	0.00	0.00	0	63846
	b	441	33	17248	20	0.00	0.00	0.00	-448.00	0.00	-2240.00	0.00	0.00		-2688	0.00	0.00	0.00	0.00	-15	14560
	c	441	35	18480	22	0.00	0.00	0.00	-480.00	0.00	-2400.00	0.00	0.00		-2880	0.00	0.00	0.00	0.00	-16	15600
32				27326	32	0	0	0	5753	0	0	-1127	0	0	4626	0	0	0	0	0	31952
	a	441	16	9747	11	0.00	0.00	0.00	2052.00	0.00	0.00	0.00	0.00		2052	0.00	0.00	0.00	0.00	0	11799
	b	441	18	17579	21	0.00	0.00	0.00	3700.80	0.00	0.00	-1127.00	0.00		2574	0.00	0.00	0.00	0.00	0	20153
33				3360	4	0	0	0	1920	0	0	0	0	0	1920	0	0	0	0	0	5280
	a	447	32	3360	4	0.00	0.00	0.00	1920.00	0.00	0.00	0.00	0.00		1920	0.00	0.00	0.00	0.00	0	5280
34				11480	14	0	0	0	3280	0	-4557	0	0	0	-1277	0	0	0	0	0	10203
	a	447	1	11480	14	0.00	0.00	0.00	3280.00	0.00	-4557.00	0.00	0.00		-1277	0.00	0.00	0.00	0.00	0	10203
35				0	0	0	0	0	4000	0	6588	0	0	0	10588	0	0	0	0	0	10588
	a	448	25	0	0	0.00	0.00	0.00	4000.00	0.00	6588.00	0.00	0.00		10588	0.00	0.00	0.00	0.00	0	10588
36				66101	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66101
	a	451	25	66101	74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	66101
37				284386	335	6538	0	6538	6538	0	22882	0	0	0	29419	0	-65376	0	-65376	68	254966
	a	453	1	170316	200	3915.30	0.00	3915.30	3915.30	0.00	13703.55	0.00	0.00		17619	0.00	-39153.00	0.00	-39153.00	41	152697
	b	453	21	114070	134	2622.30	0.00	2622.30	2622.30	0.00	9178.05	0.00	0.00		11800	0.00	-26223.00	0.00	-26223.00	27	102270
38				137478	162	0	0	0	11707	0	0	-11011	0	0	696	0	0	0	0	49	132304
	aa	456	1	67483	79	0.00	0.00	0.00	7011.20	0.00	0.00	-5871.88	0.00		1139	0.00	0.00	0.00	0.00	24	68622
	ab	456	1	16876	20	0.00	0.00	0.00	0.00	0.00	0.00	-5139.57	0.00		-5140	0.00	0.00	0.00	0.00	6	11737
	b	456	34	45199	53	0.00	0.00	0.00	4696.00	0.00	0.00	0.00	0.00		4696	0.00	0.00	0.00	0.00	16	44025
	c	456	6	7920	9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	3	7920
39				68400	80	-6000	40000	34000	14400	0	0	0	0	0	14400	0	0	0	0	0	116800
	aa	969	1	68400	80	-6000.00	40000.00	34000.00	14400.00	0.00	0.00	0.00	0.00		14400	0.00	0.00	0.00	0.00	5	116800
	ab	969	1	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-5	0

Site Info				Existing Conditions																				
						Residential Uses	CF Uses			Commerical Uses							Industrial Uses							
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
40						0	0	0	0	0	0	0	4000	0	0	4000	0	0	18500	18500	0	22500	
	a	462	12	7092	M2-1				0				4000			4000				0		4000	14
	b	462	14	45442	M2-1				0							0			18500	18500		18500	21
41						0	0	0	0	0	0	0	13420	0	0	13420	0	0	0	0	0	13420	
	a	972	1	4620	M2-1				0							0				0		0	0
	ba	972	43	22165	M2-1				0				3550			3550				0		3550	21
	bb	972	43	44000	M2-1				0				3550			3550				0		3550	21
	c	972	58	69080	M2-1				0				6320			6320				0		6320	19
42						642	0	0	0	0	0	8206	5676	0	0	13882	19920	0	0	19920	0	34444	
	a	465	27	1800	M1-1				0				0			0				0		0	0
	b	465	28	1800	M1-1				0				0			0				0		0	0
	c	465	29	7200	M1-1				0			3526	0			3526				0		3526	14
	d	465	33	21200	M1-1				0			3809	3676			7485	19920			19920		27405	23
	e	465	46	2000	M1-1	642			0			871	0			871	0			0		1513	23
	f	465	47	2000	M1-1				0				0			0				0		0	0
	g	465	48	2000	M1-1				0				0			0				0		0	0
	h	465	49	2000	M1-1				0				2000			2000				0		2000	17
	i	465	50	2000	M1-1				0				0			0				0		0	0
43						0	0	0	0	0	0	16645	0	0	0	16645	49935	0	0	49935	0	83960	
	a	466	17	13490	M2-1				0			6745				6745	20235			20235		26980	0
	b	466	60	19800	M2-1				0			9900				9900	29700			29700		56980	22
44						0	0	0	0	0	0	0	0	0	0	0	0	0	14600	14600	0	14600	
	a	466	19	37000	M2-1				0							0			14600	14600		14600	22
45						1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100	
	a	468	59	2200	M1-1	1100			0							0				0		1100	20
	b	468	60	4400	M1-1				0							0				0		0	0
46						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10200	
	a	468	25	45900	M3-1				0							0				0		10200	23
47						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	471	1	183663	M3-1				0							0				0		0	0
	b	471	100	64214	M3-1				0							0				0		0	0
48						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	471	200	165840	M3-1				0							0				0		0	0
49						0	0	0	0	0	0	0	17940	0	0	17940	0	0	0	0	0	17940	
	a	980	77	20000	C8-2				0				17940			17940				0		17940	15
50						0	0	0	0	0	0	0	0	0	0	0	0	0	5250	5250	0	5250	
	a	992	24	2850	C8-2				0							0				0		0	0
	b	992	26	2850	C8-2				0							0				0		0	0
	c	992	29	7925	C8-2				0							0			5250	5250		5250	33
51						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	1028	7	4892	RBA/C2-4				0							0				0		0	0
52						0	0	0	0	0	0	0	0	0	0	0	0	0	2520	2520	0	2520	
	a	420	34	2520	M1-2				0							0			2520	2520		2520	15
	b	420	37	13480	M1-2				0							0				0		0	14
53						0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	
	a	433	1	5600	M1-2				0				2325			2325				0		2325	18
54						0	0	0	0	0	0	1800	0	0	0	1800	0	0	0	0	0	1800	
	a	427	47	1800	M1-2				0			1800				1800				0		1800	18
55						2000	0	0	0	0	0	0	5980	0	0	5980	0	0	0	0	0	7980	
	a	440	35	2048	M1-2				0							0				0		0	0
	b	440	36	3518	M1-2	2000			0				4480			4480				0		6480	36
	c	440	38	1500	M1-2				0				1500			1500				0		1500	17
56						0	0	0	0	0	0	3800	11400	0	0	15200	0	0	0	0	0	15200	
	a	445	1	15480	M2-1				0			3800	11400			15200				0		15200	17
57						0	0	0	0	15260	0	0	0	0	0	15260	0	0	0	0	0	15260	
	aa	405	51	7950	M1-2				0	15260						15260				0		15260	30
	ab	405	51	7950	M1-2				0											0			
58						0	0	9000	9000	0	0	0	0	0	0	0	0	0	0	0	0	9000	
	a	399	6	12500	R6			9000	9000							0				0		9000	
59						0	0	0	0	0	0	36300	0	0	0	36300	0	0	0	0	0	36300	
	a	471	125	17367	M3-1				0			36300				36300				0		36300	
60						62292	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	62292	
	a	407	26	9340	RBA/C2-4	62292			0							0				0	28	62292	

Site Info				With-Out Action																				
				Residential Uses		CF Uses			Commerical Uses								Industrial Uses				Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
40				0	0	0	0	0	0	0	0	4000	0	0	4000	0	0	18500	18500	0	22500	
	a	462	12	0	0	0	0	0	0	0	0	4000	0	0	4000	0	0	0	0	0	4000	20
	b	462	14	0	0			0							0			18500	18500	0	18500	20
41				0	0	0	0	0	10260	66165	0	0	0	0	66165	0	0	0	0	221	66165	
	a	972	1	0	0			0							0				0	0	0	45
	ba	972	43	0	0			0	10260	22165					22165				0	73.88333333	22165	45
	bb	972	43	0	0			0		44000					44000				0	146.6666667	44000	45
	c	972	58	0	0			0							0				0	0	0	45
42				642	0	0	0	0	0	0	8206	5676	0	0	13882	19920	0	0	19920	0	34444	
	a	465	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	b	465	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	c	465	29	0	0	0	0	0	0	0	3526	0	0	0	3526	0	0	0	0	0	3526	26
	d	465	33	0	0	0	0	0	0	0	3809	3676	0	0	7485	19920	0	0	19920	0	27405	26
	e	465	46	642	0	0	0	0	0	0	871	0	0	0	871	0	0	0	0	0	1513	26
	f	465	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	g	465	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
	h	465	49	0	0	0	0	0	0	0	0	2000	0	0	2000	0	0	0	0	0	2000	26
	i	465	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
43				0	0	0	0	0	0	0	16312	0	0	0	16312	0	0	50268	50268	105	66580	
	a	466	17	0	0			0			6610.1				6610.1			20369.9	20369.9	42.40356667	26980	164
	b	466	60	0	0			0			9702				9702			29898	29898	62.238	39600	164
44				0	0	0	0	0	0	0	0	0	0	0	0	0	0	14600	14600	0	14600	
	a	466	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14600	14600	0	14600	22
45				1100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100	
	a	468	59	1100	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1100	20
	b	468	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
46				0	0	0	0	0	45900	0	45900	0	0	0	91800	0	0	0	0	306	91800	
	a	468	25	0	0			0	45900		45900				91800				0	306	91800	45
47				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	471	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	471	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48				0	0	0	0	0	38143	0	46435	0	0	0	84578	0	0	0	0	282	84578	
	a	471	200	0	0			0	38143.2		46435.2				84578.4				0	281.928	84578	45
49				0	0	0	0	0	0	0	0	17940	0	0	17940	0	0	0	0	0	17940	
	a	980	77	0	0	0	0	0	0	0	0	17940	0	0	17940	0	0	0	0	0	17940	15
50				0	0	30170	0	30170	13625	0	13625	0	0	0	27250	0	0	0	0	146	57420	
	a	992	24	0	0			0	2850		2850				5700				0	9.5	5700	33
	b	992	26	0	0	7980		7980	2850		2850				5700				0	36.1	13680	33
	c	992	29	0	0	22190		22190	7925		7925				15850				0	100.3833333	38040	33
51				8000	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8000	
	a	1028	7	8000	8			0							0				0		8000	105
52				0	0	0	0	0	0	0	0	0	0	0	0	0	0	2520	2520	0	2520	
	a	420	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2520	2520	0	2520	15
	b	420	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
53				0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	
	a	433	1	0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	18
54				0	0	0	0	0	0	0	1800	0	0	0	1800	0	0	0	0	0	1800	
	a	427	47	0	0	0	0	0	0	0	1800	0	0	0	1800	0	0	0	0	0	1800	14
55				2000	2	0	0	0	0	0	0	5980	0	0	5980	0	0	0	0	0	7980	
	a	440	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
	b	440	36	2000	2	0	0	0	0	0	0	4480	0	0	4480	0	0	0	0	0	6480	36
	c	440	38	0	0	0	0	0	0	0	0	1500	0	0	1500	0	0	0	0	0	1500	36
56				0	0	0	0	0	0	0	3800	11400	0	0	15200	0	0	0	0	0	15200	
	a	445	1	0	0	0	0	0	0	0	3800	11400	0	0	15200	0	0	0	0	0	15200	16
57				0	0	0	0	0	4408	0	15260	0	0	0	19668	0	0	0	0	0	19668	
	aa	405	51	0	0			0			15260				15260				0	0	15260	32
	ab	405	51	0	0			0	4408						4408				0	0	4408	32
58				22043	25.93294118	0	6449	6449	0	0	0	0	0	0	0	0	0	0	0	21	28492	
	a	399	6	22043	25.93294118		6449	6449							0				0	21	28492	45
59				0	0	0	0	0	0	0	0	0	0	0	0	36297.03	0	0	36297.03	0	36297.03	
	a	471	125	0	0										0	36297.03			36297.03	0	36297	60
60				62292	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	62292	
	a	407	26	62292	56										0	0			0	28	62292	113

Site Info				With-Action																					
					Residential Uses		CF Uses			Commercial Uses							Industrial Uses				Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height	
40					223270	263	0	13134	13134	7880	0	13134	0	0	0	21014	0	0	0	0	79	257417		
	a	462	12	M1-4/R7-2	30141	35		1773	1773	1063.8		1773				2836.8				0	10.6	**34750.8**	190	
	b	462	14	M1-4/R7-2	193128.5	227		11360.5	11360.5	6816.3		11360.5				18176.8				0	68.2	**222665.8**	190	
41					647226	761	0	58780	58780	17805	9925	33160	0	0	0	54139	0	0	18780	18780	228	778925		
	a	972	1	M1-4/R7-2	19635	23		693	693	693	0	1386				2079			693	693	6.9	**23100.0**	220	
	ba	972	43	M1-4/R7-2	94201.25	111		3324.75	3324.75	0	3324.75	6649.5				9974.25			3324.75	3324.75	33.2	**110825.0**	220	
	bb	972	43	M1-5/R7X	239800	282		44400	44400	6750	6600	4400				11000			4400	4400	84.6	**299600.0**	220	
	c	972	58	M1-4/R7-2	293590	345		10362	10362	10362	0	20724				31086			10362	10362	103.6	**345400.0**	220	
42					0	0	0	0	0	0	0	104800	0	0	0	104800	21200	0	0	21200	0	126000		
	a	465	27	M1-4		0			0			5400				5400				0	0.0	**5400.0**	50	
	b	465	28	M1-4		0			0			5400				5400				0	0.0	**5400.0**	50	
	c	465	29	M1-4		0			0			21600				21600				0	0.0	**21600.0**	50	
	d	465	33	M1-4		0			0			42400				42400	21200			21200	0.0	**63600.0**	50	
	e	465	46	M1-4		0			0			6000				6000				0	0.0	**6000.0**	50	
	f	465	47	M1-4		0			0			6000				6000				0	0.0	**6000.0**	50	
	g	465	48	M1-4		0			0			6000				6000				0	0.0	**6000.0**	50	
	h	465	49	M1-4		0			0			6000				6000				0	0.0	**6000.0**	50	
	i	465	50	M1-4		0			0			6000				6000				0	0.0	**6000.0**	50	
43					0	0	0	0	0	26632	0	73238	0	0	0	99870	0	0	0	0	0	99870		
	a	466	17	M1-4		0			0	10792		29678				40470				0	0.0	**40470.0**	115	
	b	466	60	M1-4		0			0	15840		43560				59400				0	0.0	**59400.0**	115	
44					155400	183	0	5550	5550	7400	0	11100	0	0	0	18500	0	0	5550	5550	55	185000		
	a	466	19	M1-4/R7-2	155400	183		5550	5550	7400		11100				18500			5550	5550	54.8	**185000.0**	205	
45					14520	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14520		
	a	468	59	M1-4/R6B	4840	6			0							0				0	0.0	**4840.0**	55	
	b	468	60	M1-4/R6B	9680	11			0							0				0	0.0	**9680.0**	55	
46					0	0	0	40000	40000	36720	0	146880	0	0	0	183600	0	0	0	0	0	223600		
	a	468	25	M1-5		0		40000	40000	36720		146880				183600				0	0.0	**223600.0**	135	
47					808117	951	0	98366	98366	18366	0	55099	0	0	0	73465	0	0	18366	18366	0	998315		
	a	471	1	M1-4/R7-2	808117.2	951		98366.3	98366.3	18366.3		55098.9				73465.2			18366.3	18366.3	0.0	**998315.0**	280	
	b	471	100	M1-4/R7-2		0			0							0				0	0.0	**0.0**	280	
48					704820	829	16584	56584	73168	24876	0	16584	0	0	0	41460	0	0	16584	16584	249	836032		
	a	471	200	M1-4/R7-2	704820	829	16584	56584	73168	24876		16584				41460			16584	16584	248.8	**836032.0**	300	
49					154000	181	0	0	0	16000	0	0	0	0	0	16000	0	0	0	0	54	170000		
	a	980	77	C4-4D*	154000	181			0	16000						16000				0	54.4	**170000.0**	175	
50					0	0	0	0	0	10900	0	29975	0	0	0	40875	0	0	0	0	0	40875		
	a	992	24	M1-4		0			0	2280		6270				8550				0	0.0	**8550.0**	65	
	b	992	26	M1-4		0			0	2280		6270				8550				0	0.0	**8550.0**	65	
	c	992	29	M1-4		0			0	6340		17435				23775				0	0.0	**23775.0**	65	
51					39625.2	46.61788	0	0	0	1956.8	0	0	0	0	0	1956.8	0	0	0	0	0	41582		
	a	1028	7	C4-4D*	39625	47			0	1956.8						1956.8				0	0.0	**41582.0**	135	
52					123200	144.9412	0	0	0	12800	0	0	0	0	0	12800	0	0	0	0	43.4823529	136000		
	a	420	34	C4-4D*	19404	23			0	2016						2016				0	6.8	**21420.0**	145	
	b	420	37	C4-4D*	103796	122			0	10784						10784				0	36.6	**114580.0**	145	
53					15680	18.44706	0	0	0	4480	0	0	0	0	0	4480	0	0	0	0	0	20160		
	a	433	1	M1-4/R6A	15680	18			0	4480						4480				0	0.0	**20160.0**	55	
54					13860	16.30588	0	0	0	1440	0	0	0	0	0	1440	0	0	0	0	0	15300		
	a	427	47	C4-4D*	13860	16			0	1440						1440				0	0.0	**15300.0**	105	
55					12759.6	15.01129	0	0	0	5652.8	0	0	0	0	0	5652.8	0	0	0	0	0	18412		
	a	440	35	M1-4/R6A	5734.4	7			0	1638.4						1638.4				0	0.0	**7372.8**	55	
	b	440	36	M1-4/R6B	4925.2	6			0	2814.4						2814.4				0	0.0	**7739.6**	55	
	c	440	38	M1-4/R6B	2100	2			0	1200						1200				0	0.0	**3300.0**	55	
56					68112	80.13176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68112		
	a	445	1	M1-4/R7-2	68112	80			0							0				0	0.0	**68112.0**	80	
57					17490	20.57647	0	0	0	0	0	15260	0	0	0	15260	0	0	0	0	0	32750		
	aa	405	51	M1-4		0			0			15260				15260				0	0.0	**15260.0**	55	
	ab	405	51	M1-4/R6B	17490	21			0							0				0	0.0	**17490.0**	55	
58					36000	42.35294	0	9000	9000	0	0	0	0	0	0	0	0	0	0	0	0	45000		
	a	399	6	M1-4	36000	42		9000	9000							0				0	0.0	**45000.0**	65	
59					0	0	0	0	0	0	0	36297.03	0	0	0	36297.03	0	0	0	0	0	36297.03		
	a	471	125	M1-4		0			0			36297.03				36297.03				0	0.0	**36297.0**	60	
60					62292	56	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	13	67292		
	a	407	26	C4-4D*	62292	56			0	5000						5000				0	13.0	**67292.0**	113	

Site Info				Increment																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses							
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
40				223270	263	0	13134	13134	7880	0	13134	-4000	0	0	17014	0	0	-18500	-18500	79	234917
	a	462	12	30141	35	0.00	1773.00	1773.00	1063.80	0.00	1773.00	-4000.00	0.00		-1163	0.00	0.00	0.00	0.00	11	30751
	b	462	14	193129	227	0.00	11360.50	11360.50	6816.30	0.00	11360.50	0.00	0.00		18177	0.00	0.00	-18500.00	-18500.00	68	204166
41				647226	761	0	58780	58780	7545	-56240	33160	0	0	0	-12026	0	0	18780	18780	8	712760
	a	972	1	19635	23	0.00	693.00	693.00	693.00	0.00	1386.00	0.00	0.00		2079	0.00	0.00	693.00	693.00	7	23100
	ba	972	43	94201	111	0.00	3324.75	3324.75	-10260.00	-18840.25	6649.50	0.00	0.00		-12191	0.00	0.00	3324.75	3324.75	-41	88660
	bb	972	43	239800	282	0.00	44400.00	44400.00	6750.00	-37400.00	4400.00	0.00	0.00		-33000	0.00	0.00	4400.00	4400.00	-62	255600
	c	972	58	293590	345	0.00	10362.00	10362.00	10362.00	0.00	20724.00	0.00	0.00		31086	0.00	0.00	10362.00	10362.00	104	345400
42				-642	0	0	0	0	0	0	96594	-5676	0	0	90918	1280	0	0	1280	0	91556
	a	465	27	0	0	0.00	0.00	0.00	0.00	0.00	5400.00	0.00	0.00		5400	0.00	0.00	0.00	0.00	0	5400
	b	465	28	0	0	0.00	0.00	0.00	0.00	0.00	5400.00	0.00	0.00		5400	0.00	0.00	0.00	0.00	0	5400
	c	465	29	0	0	0.00	0.00	0.00	0.00	0.00	18074.00	0.00	0.00		18074	0.00	0.00	0.00	0.00	0	18074
	d	465	33	0	0	0.00	0.00	0.00	0.00	0.00	38591.00	-3676.00	0.00		34915	1280.00	0.00	0.00	1280.00	0	36195
	e	465	46	-642	0	0.00	0.00	0.00	0.00	0.00	5129.00	0.00	0.00		5129	0.00	0.00	0.00	0.00	0	4487
	f	465	47	0	0	0.00	0.00	0.00	0.00	0.00	6000.00	0.00	0.00		6000	0.00	0.00	0.00	0.00	0	6000
	g	465	48	0	0	0.00	0.00	0.00	0.00	0.00	6000.00	0.00	0.00		6000	0.00	0.00	0.00	0.00	0	6000
	h	465	49	0	0	0.00	0.00	0.00	0.00	0.00	6000.00	-2000.00	0.00		4000	0.00	0.00	0.00	0.00	0	4000
	i	465	50	0	0	0.00	0.00	0.00	0.00	0.00	6000.00	0.00	0.00		6000	0.00	0.00	0.00	0.00	0	6000
43				0	0	0	0	0	26632	0	56926	0	0	0	83558	0	0	-50268	-50268	-105	33290
	a	466	17	0	0	0.00	0.00	0.00	10792.00	0.00	23067.90	0.00	0.00		33860	0.00	0.00	-20369.90	-20369.90	-42	13490
	b	466	60	0	0	0.00	0.00	0.00	15840.00	0.00	33858.00	0.00	0.00		49698	0.00	0.00	-29898.00	-29898.00	-62	19800
44				155400	183	0	5550	5550	7400	0	11100	0	0	0	18500	0	0	-9050	-9050	55	170400
	a	466	19	155400	183	0.00	5550.00	5550.00	7400.00	0.00	11100.00	0.00	0.00		18500	0.00	0.00	-9050.00	-9050.00	55	170400
45				13420	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13420
	a	468	59	3740	4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	3740
	b	468	60	9680	11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	9680
46				0	0	0	40000	40000	-9180	0	100980	0	0	0	91800	0	0	0	0	-306	131800
	a	468	25	0	0	0.00	40000.00	40000.00	-9180.00	0.00	100980.00	0.00	0.00		91800	0.00	0.00	0.00	0.00	-306	131800
47				808117	951	0	98366	98366	18366	0	55099	0	0	0	73465	0	0	18366	18366	0	998315
	a	471	1	808117	951	0.00	98366.30	98366.30	18366.30	0.00	55098.90	0.00	0.00		73465	0.00	0.00	18366.30	18366.30	0	998315
	b	471	100	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	0
48				704820	829	16584	56584	73168	-13267	0	-29851	0	0	0	-43118	0	0	16584	16584	-33	751454
	a	471	200	704820	829	16584.00	56584.00	73168.00	-13267.20	0.00	-29851.20	0.00	0.00		-43118	0.00	0.00	16584.00	16584.00	-33	751454
49				154000	181	0	0	0	16000	0	0	-17940	0	0	-1940	0	0	0	0	54	152060
	a	980	77	154000	181	0.00	0.00	0.00	16000.00	0.00	0.00	-17940.00	0.00		-1940	0.00	0.00	0.00	0.00	54	152060
50				0	0	-30170	0	-30170	-2725	0	16350	0	0	0	13625	0	0	0	0	-146	-16545
	a	992	24	0	0	0.00	0.00	0.00	-570.00	0.00	3420.00	0.00	0.00		2850	0.00	0.00	0.00	0.00	-10	2850
	b	992	26	0	0	-7980.00	0.00	-7980.00	-570.00	0.00	3420.00	0.00	0.00		2850	0.00	0.00	0.00	0.00	-36	-5130
	c	992	29	0	0	-22190.00	0.00	-22190.00	-1585.00	0.00	9510.00	0.00	0.00		7925	0.00	0.00	0.00	0.00	-100	-14265
51				31625.2	38.61788235	0	0	0	1956.8	0	0	0	0	0	1956.8	0	0	0	0	0	33582
	a	1028	7	31625	39	0.00	0.00	0.00	1956.80	0.00	0.00	0.00	0.00		1957	0.00	0.00	0.00	0.00	0	33582
52				123200	144.9411765	0	0	0	12800	0	0	0	0	0	12800	0	0	-2520	-2520	43.48235294	133480
	a	420	34	19404	23	0.00	0.00	0.00	2016.00	0.00	0.00	0.00	0.00		2016	0.00	0.00	-2520.00	-2520.00	7	18900
	b	420	37	103796	122	0.00	0.00	0.00	10784.00	0.00	0.00	0.00	0.00		10784	0.00	0.00	0.00	0.00	37	114580
53				15680	18.44705882	0	0	0	4480	0	0	-2325	0	0	2155	0	0	0	0	0	17835
	a	433	1	15680	18	0.00	0.00	0.00	4480.00	0.00	0.00	-2325.00	0.00		2155	0.00	0.00	0.00	0.00	0	17835
54				13860	16.30588235	0	0	0	1440	0	-1800	0	0	0	-360	0	0	0	0	0	13500
	a	427	47	13860	16	0.00	0.00	0.00	1440.00	0.00	-1800.00	0.00	0.00		-360	0.00	0.00	0.00	0.00	0	13500
55				10759.6	13.01129412	0	0	0	5652.8	0	0	-5980	0	0	-327.2	0	0	0	0	0	10432
	a	440	35	5734	7	0.00	0.00	0.00	1638.40	0.00	0.00	0.00	0.00		1638	0.00	0.00	0.00	0.00	0	7373
	b	440	36	2925	4	0.00	0.00	0.00	2814.40	0.00	0.00	-4480.00	0.00		-1666	0.00	0.00	0.00	0.00	0	1260
	c	440	38	2100	2	0.00	0.00	0.00	1200.00	0.00	0.00	-1500.00	0.00		-300	0.00	0.00	0.00	0.00	0	1800
56				68112	80.13176471	0	0	0	0	0	-3800	-11400	0	0	-15200	0	0	0	0	0	52912
	a	445	1	68112	80	0.00	0.00	0.00	0.00	0.00	-3800.00	-11400.00	0.00		-15200	0.00	0.00	0.00	0.00	0	52912
57				17490	20.57647059	0	0	0	-4408.00	0	0.00	0	0	0	-4408	0	0	0	0	0	13082
	aa	405	51	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	0
	ab	405	51	17490	20.57647059	0	0	0	-4408.00	0.00	0.00	0.00	0.00		-4408	0	0	0	0	0	13082
58				13957	16.42	0	2551	2551	0	0	0	0	0	0	0	0	0	0	0	-21	16508
	a	399	6	13957	16	0.00	2551.00	2551.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	-21	16508
59				0	0	0	0	0	0	0	36297.03	0	0	0	36297.03	-36297.03	0	0	-36297.03	0	0
	a	471	125	0	0	0.00	0.00	0.00	0.00	0.00	36297.03	0.00	0.00		36297	-36297.03	0.00	0.00	-36297.03	0	0
60				0	0	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	-15	5000
	a	407	26	0	0	0.00	0.00	0.00	5000.00	0.00	0.00	0.00	0.00		5000	0.00	0.00	0.00	0.00	-15	5000

Site Info				Existing Conditions																				
						Residential Uses	CF Uses			Commerical Uses							Industrial Uses							
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
Existing Conditions						Residential Uses	CF Uses			Commerical Uses							Industrial Uses						
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
A						8043	0	0	0	1950	0	0	0	0	0	1950	0	0	0	0	0	9993	
	a	198	34	2000	R8A/C2-4	2040			0	0						0				0		2040	36
	b	198	35	2000	R8A/C2-4	2040			0	0						0				0		2040	35
	c	198	36	657	R8A/C2-4	1321			0	650						650				0		1971	31
	d	198	37	657	R8A/C2-4	1321			0	650						650				0		1971	32
	e	198	38	657	R8A/C2-4	1321			0	650						650				0		1971	34
B						14224	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14224	
	a	932	2	1350	R8A/C2-4	3556			0							0				0		3556	45
	b	932	3	1350	R8A/C2-4	3556			0							0				0		3556	46
	c	932	4	1745	R8A/C2-4	3556			0							0				0		3556	45
	d	932	5	1745	R8A/C2-4	3556			0							0				0		3556	45
C						0	0	0	0	3200	0	0	0	0	0	3200	0	0	0	0	0	3200	
	a	399	2	3200	R6				0	3200						3200				0		3200	12
D						0	0	0	0	0	0	0	0	0	0	0	10000	0	0	10000	0	10000	
	a	399	47	5000	M1-2				0							0	5000			5000		5000	23
	b	399	49	5000	M1-2				0							0	5000			5000		5000	18
E						0	0	0	0	0	0	0	5000	0	0	5000	5000	0	0	5000	0	10000	
	a	399	51	5000	M1-2				0							0	5000			5000		5000	18
	b	399	53	5000	M1-2				0				5000			5000				0		5000	13
F						0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	7500	
	a	399	55	7500	M1-2				0							0			7500	7500		7500	14
G						0	0	0	0	0	0	0	0	0	0	0	0	0	4500	4500	0	4500	
	a	399	62	4500	M1-2				0							0			4500	4500		4500	15
H						0	0	0	0	0	7400	0	0	0	0	7400	0	0	0	0	0	7400	
	a	405	24	7500	M1-2				0		7400					7400				0		7400	18
I						0	0	0	0	0	0	0	0	0	0	0	20000	0	19971	39971	0	39971	
	a	406	25	5000	M1-2				0							0	5000		0	5000		5000	24
	b	406	27	5000	M1-2				0							0	5000		0	5000		5000	23
	c	406	50	2610	M1-2				0							0	0		2871	2871		2871	28
	d	406	52	17390	M1-2				0							0	0		17100	17100		17100	28
	e	406	69	5000	M1-2				0							0	5000		0	5000		5000	28
	f	406	71	5000	M1-2				0							0	5000		0	5000		5000	26
K						0	0	0	0	0	12500	0	0	0	0	12500	0	0	0	0	0	12500	
	a	406	18	12500	M1-2				0		12500					12500				0		12500	21
L						0	0	0	0	0	0	0	0	0	0	0	52040	0	0	52040	0	52040	
	a	407	41	28040	M1-2				0							0	28040			28040		28040	43
	a	407	41	24000	M1-2				0							0	24000			24000		24000	43
M						0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	
	a	407	1	11800	M1-2				0				2325			2325				0		2325	16
N						0	0	0	0	10640	0	0	0	0	0	10640	0	0	10000	10000	0	20640	
	aa	407	52	6500	M1-2				0							0				0		0	
	ab	407	52	17500	M1-2				0	10640						10640			10000	10000		20640	25
O						7500	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	0	12500	
	a	411	1	2500	M1-2	3750			0							0				0		3750	
	b	411	2	2500	M1-2	3750			0							0				0		3750	
	c	411	3	5000	M1-2				0	5000						5000				0		5000	16
P						0	0	0	0	0	0	0	0	0	0	0	0	0	10125	10125	0	10125	
	a	411	58	5000	M2-1				0							0			5000	5000		5000	13
	b	411	60	5000	M2-1				0							0			5125	5125		5125	25
Q						0	0	0	0	0	0	0	0	0	0	0	17413	0	0	17413	0	17413	
	a	412	21	17500	M1-2				0							0	17413			17413		17413	15
R						0	0	0	0	0	0	56681	0	0	0	56681	0	0	0	0	0	56681	
	a	412	29	29500	M1-2				0			56681				56681				0		56681	50
S						0	0	0	0	0	0	0	10000	0	0	10000	0	0	0	0	0	10000	
	a	413	21	10000	M1-2				0				10000			10000				0		10000	22
T						0	0	0	0	0	0	800	0	0	0	800	0	0	5756	5756	0	6556	
	a	413	58	12000	M1-2				0			800				800			5756	5756		6556	31
U						0	20000	0	20000	0	19700	0	0	0	0	19700	0	0	0	0	0	39700	31
	a	420	1	39700	M1-2		20000		20000		19700					19700				0		39700	31
V						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	980	19	25925	C8-2				0							0				0		0	0
W						0	0	0	0	0	0	0	0	0	0	0	0	0	52950	52950	0	52950	
	a	425	1	51750	M2-1				0							0			41250	41250		41250	25
	b	432	15	25450	M2-1				0							0			11700	11700		11700	29
X						0	0	0	0	4531	0	7133	8500	0	0	20164	0	0	0	0	0	20164	
	a	426	36	8469	M1-2				0				8500			8500				0		8500	18
	ba	426	41	2531	M1-2				0	2537.36		3994.48				6531.84				0		6531.84	37
	bb	426	41	2000	M1-2				0	1993.64		3138.52				5132.16				0		5132.16	37
Y						0	0	0	0	0	15450	0	0	0	0	15450	0	0	0	0	0	15450	
	a	427	12	6000	M1-2				0		10450					10450				0		10450	29
	b	427	15	5000	M1-2				0		5000					5000				0		5000	14
Z						0	0	0	0	2171	0	2171	0	0	0	4342	6336	0	0	6336	0	10678	
	a	427	37	2430	M1-2				0							0	3636			3636		3636	45
	b	427	38	2356	M1-2				0							0	2700			2700		2700	27
	c	427	40	2940	M1-2				0	2171		2171				4342				0		4342	27
AA						0	0	0	0	0	5500	0	0	0	0	5500	0	0	10000	10000	0	15500	

Site Info				With-Out Action																				
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking				
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height		
Existing Conditions																								
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses								
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Hei		
A				34034.7	40.04082353	1194.2	0	1194.2	2388.4	0	0	0	0	0	2388.4	0	0	0	0	16.01632941	37617.3			
	a	198	34	11400	13	400		400	800						800				0	5.364705882	12600	115		
	b	198	35	11400	13	400		400	800						800				0	5.364705882	12600	115		
	c	198	36	3745	4	131		131	262.8						262.8				0	1.762305882	4139.1	115		
	d	198	37	3745	4	131		131	262.8						262.8				0	1.762305882	4139.1	115		
	e	198	38	3745	4	131		131	262.8						262.8				0	1.762305882	4139.1	115		
B				35283	41.50941176	1238	0	1238	2476	0	0	0	0	0	2476	0	0	0	0	16.60376471	38997			
	a	932	2	7695	9	270		270	540						540				0	3.621176471	8505	125		
	b	932	3	7695	9	270		270	540						540				0	3.621176471	8505	125		
	c	932	4	9947	12	349		349	698						698				0	4.680705882	10993.5	125		
	d	932	5	9947	12	349		349	698						698				0	4.680705882	10993.5	125		
C				7040	8.282352941	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7040			
	a	399	2	7040	8			0							0				0	0	7040	55		
D				0	0	0	0	0	0	0	4508	0	0	0	4508	0	0	0	0	0	4508			
	a	399	47	0	0	0	0	0	0	0	2254	0	0	0	2254		0	0	0	0	2254	33		
	b	399	49	0	0	0	0	0	0	0	2254	0	0	0	2254		0	0	0	0	2254	33		
E				0	0	0	0	0	0	0	5000	5000	0	0	10000	0	0	0	0	0	10000			
	a	399	51	0	0			0			5000				5000				0	0	5000	17		
	b	399	53	0	0	0	0	0	0	0	0	5000	0	0	5000	0	0	0	0	0	5000	17		
F				0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	7500			
	a	399	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7500	7500	0	7500	14		
G				0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500	4500	0	4500			
	a	399	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4500	4500	0	4500	15		
H				0	0	0	0	0	0	7400	0	0	0	0	7400	0	0	0	0	0	7400			
	a	405	24	0	0	0	0	0	0	7400	0	0	0	0	7400	0	0	0	0	0	7400	18		
I				0	0	0	0	0	0	0	0	0	0	0	0	20000	0	19971	39971	0	39971			
	a	406	25	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	28		
	b	406	27	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	28		
	c	406	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2871	2871	0	2871	28		
	d	406	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17100	17100	0	17100	28		
	e	406	69	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	28		
	f	406	71	0	0	0	0	0	0	0	0	0	0	0	0	5000	0	0	5000	0	5000	28		
K				0	0	0	0	0	0	12500	0	0	0	0	12500	0	0	0	0	0	12500			
	a	406	18	0	0	0	0	0	0	12500	0	0	0	0	12500	0	0	0	0	0	12500	20		
L				0	0	0	0	0	0	0	52040	0	0	0	52040	0	0	0	0	0	52040			
	a	407	41	0	0			0			28040				28040				0	0	28040	26		
	a	407	41	0	0			0			24000				24000				0	0	24000	26		
M				0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325			
	a	407	1	0	0	0	0	0	0	0	0	2325	0	0	2325	0	0	0	0	0	2325	16		
N				0	0	0	0	0	10640	0	0	0	0	0	10640	0	0	10000	10000	0	20640			
	aa	407	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25		
	ab	407	52	0	0	0	0	0	10640	0	0	0	0	0	10640	0	0	10000	10000	0	20640	25		
O				7500	12	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	0	12500			
	a	411	1	3750	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3750	35		
	b	411	2	3750	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3750	35		
	c	411	3	0	0	0	0	0	5000	0	0	0	0	0	5000	0	0	0	0	0	5000	35		
P				0	0	0	0	0	0	0	0	0	0	0	0	0	0	10125	10125	0	10125			
	a	411	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5000	5000	0	5000	25		
	b	411	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5125	5125	0	5125	25		
Q				0	0	0	0	0	0	0	0	0	0	0	0	17413	0	0	17413	0	17413			
	a	412	21	0	0	0	0	0	0	0	0	0	0	0	0	17413	0	0	17413	0	17413	15		
R				0	0	29500	0	29500	0	0	56681	0	0	0	56681	0	0	0	0	98	86181			
	a	412	29	0	0	29500		29500			56681				56681				0	98.33333333	86181	61		
S				0	0	0	0	0	0	0	0	10000	0	0	10000	0	0	0	0	0	10000			
	a	413	21	0	0	0	0	0	0	0	0	10000	0	0	10000	0	0	0	0	0	10000	22		
T				0	0	0	0	0	0	0	800	0	0	0	800	0	0	5756	5756	0	6556			
	a	413	58	0	0	0	0	0	0	0	800	0	0	0	800	0	0	5756	5756	0	6556	30		
U				0	0	20000	0	20000	0	19700	0	0	0	0	19700	0	0	0	0	0	39700			
	a	420	1	0	0	20000	0	20000	0	19700	0	0	0	0	19700	0	0	0	0	0	39700	25		
V				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	a	980	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
W				0	0	0	0	0	0	0	0	0	0	0	0	0	0	103500	11700	115200	52	52950		
	a	425	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103500		103500	51.75	41250	60	
	b	432	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11700	11700	0	11700	29	
X				0	0	0	0	0	4531	0	7133	8500	0	0	20164	0	0	0	0	0	20164			
	a	426	36	0	0	0	0	0	0	0	0	8500	0	0	8500	0	0	0	0	0	8500	36		
	ba	426	41	0	0	0	0	0	2537.36	0	3994.48	0	0	0	6531.84	0	0	0	0	0	6531.84	36		
	bb	426	41	0	0	0	0	0	1993.64	0	3138.52	0	0	0	5132.16	0	0	0	0	0	5132.16	36		
Y				0	0	0	0	0	0	15450	0	0	0	0	15450	0	0	0	0	0	15450			
	a	427	12	0	0	0	0	0	0	10450	0	0	0	0	10450	0	0	0	0	0	10450	28		
	b	427	15	0	0	0	0	0	0	5000	0	0	0	0	5000	0	0	0	0	0	5000	28		
Z				0	0	0	0	0	2171	0	2171	0	0	0	4342	6336	0	0	6336	0	10678			
	a	427	37	0	0	0	0	0	0	0	0	0	0	0	0	3636	0	0	3636	0	3636	45		
	b	427	38	0	0	0	0	0	0	0	0	0	0	0	0	2700	0	0	2700	0	2700	27		
	c	427	40	0	0	0	0	0	2171	0	2171	0	0	0	4342	0	0	0	0	0	4342	27		
AA				0	0	4454	0	4454	4408	0	0	0	0	0	4408	0	0	0	0	0	8862			

Site Info				With-Action																				
					Residential Uses		CF Uses			Commercial Uses							Industrial Uses				Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height	
Existing Conditions																								
				With Action	Residential Uses		CF Uses			Commercial Uses							Industrial Uses							
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residential	Medical Office	Other CF	Total CF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height	
A					45976.7	54.09024	0	0	0	4776.8	0	0	0	0	0	4776.8	0	0	0	0	0	50753.5		
	a	198	34	C4-4D*	15400	18			0	1600						1600				0	0.0	**17000**	145	
	b	198	35	C4-4D*	15400	18			0	1600						1600				0	0.0	**17000**	145	
	c	198	36	C4-4D*	5059	6			0	525.6						525.6				0	0.0	**5585**	145	
	d	198	37	C4-4D*	5059	6			0	525.6						525.6				0	0.0	**5585**	145	
	e	198	38	C4-4D*	5059	6			0	525.6						525.6				0	0.0	**5585**	145	
B					47663	56.07412	0	0	0	4952	0	0	0	0	0	4952	0	0	0	0	0	52615		
	a	932	2	C4-4D*	10395	12			0	1080						1080				0	0.0	**11475**	155	
	b	932	3	C4-4D*	10395	12			0	1080						1080				0	0.0	**11475**	155	
	c	932	4	C4-4D*	13437	16			0	1396						1396				0	0.0	**14833**	155	
	d	932	5	C4-4D*	13437	16			0	1396						1396				0	0.0	**14833**	155	
C					8960	10.54118	0	0	0	2560	0	0	0	0	0	2560	0	0	0	0	0	11520		
	a	399	2	M1-4/R6A	8960	11			0	2560						2560				0	0.0	**11520**	75	
D					32000	37.64706	0	0	0	8000	0	0	0	0	0	8000	0	0	0	0	0	40000		
	a	399	47	M1-4/R6A	14000	16			0	4000						4000				0	0.0	**18000**	75	
	b	399	49	M1-4/R6A	18000	21			0	4000						4000				0	0.0	**22000**	75	
E					36000	42.35294	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36000		
	a	399	51	M1-4/R6A	18000	21			0							0				0	0.0	**18000**	75	
	b	399	53	M1-4/R6A	18000	21			0							0				0	0.0	**18000**	75	
F					21000	24.70588	0	0	0	6000	0	0	0	0	0	6000	0	0	0	0	0	27000		
	a	399	55	M1-4/R6A	21000	25			0	6000						6000				0	0.0	**27000**	75	
G					16200	19.05882	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16200		
	a	399	62	M1-4/R6A	16200	19			0							0				0	0.0	**16200**	65	
H					21000	24.70588	0	0	0	6000	0	0	0	0	0	6000	0	0	0	0	0	27000		
	a	405	24	M1-4/R6A	21000	25			0	6000						6000				0	0.0	**27000**	75	
I					188000	221.1765	0	0	0	16000	0	12000	0	0	0	28000	0	0	0	0	66.3529412	216000		
	a	406	25	M1-5/R7X	28000	33			0			2000				2000				0	9.9	**30000**	105	
	b	406	27	M1-5/R7X	28000	33			0			2000				2000				0	9.9	**30000**	105	
	c	406	50	M1-5/R7X	12528	15			0	2088		1044				3132				0	4.4	**15660**	105	
	d	406	52	M1-5/R7X	83472	98			0	13912		6956				20868				0	29.5	**104340**	105	
	e	406	69	M1-4/R6A	18000	21			0							0				0	6.4	**18000**	105	
	f	406	71	M1-4/R6A	18000	21			0							0				0	6.4	**18000**	105	
K					70000	82	0	0	0	0	0	5000	0	0	0	5000	0	0	0	0	0	75000		
	a	406	18	M1-5/R7X	70000	82			0			5000				5000				0	0.0	**75000**	135	
L					0	0	0	0	0	0	0	131959	0	0	0	131959	48161	0	0	48161	0	180120		
	a	407	41	M1-4/R6A	0	0			0			60656				60656	23464			23464	0.0	**84120**	95	
	a	407	41	M1-5	0	0			0			71303				71303	24697			24697	0.0	**96000**	95	
M					56640	67	0	0	0	9440	0	4720	0	0	0	14160	0	0	0	0	0	70800		
	a	407	1	M1-5/R7X	56640	67			0	9440		4720				14160				0	0.0	**70800**	85	
N					0	0	0	0	0	0	0	96000	0	0	0	96000	0	0	0	0	0	96000		
	aa	407	52	M1-5 & M1-5/R7X	0	0			0			26000				26000				0	0.0	**26000**	105	
	ab	407	52	M1-5 & M1-5/R7X	0	0			0			70000				70000				0	0.0	**70000**	105	
O					28000	33	0	0	0	8000	0	0	0	0	0	8000	0	0	0	0	0	36000		
	a	411	1	M1-4/R6A	7000	8			0	2000						2000				0	0.0	**9000**	45	
	b	411	2	M1-4/R6A	7000	8			0	2000						2000				0	0.0	**9000**	45	
	c	411	3	M1-4/R6A	14000	16			0	4000						4000				0	0.0	**18000**	45	
P					28000	33	0	0	0	0	0	0	0	0	0	0	0	0	8000	8000	0	36000		
	a	411	58	M1-4/R6A	14000	16			0							0			4000	4000	0.0	**18000**	55	
	b	411	60	M1-4/R6A	14000	16			0							0			4000	4000	0.0	**18000**	55	
Q					49000	58	0	0	0	14000	0	0	0	0	0	14000	0	0	0	0	0	63000		
	a	412	21	M1-4/R6A	49000	58			0	14000						14000				0	0.0	**63000**	75	
R					103659	122	0	7035	7035	24693	0	23567	0	0	0	48260	0	0	0	0	0	158954		
	a	412	29	M1-5/R7X	103659	122		7035	7035	24693		23567				48260				0	0.0	**158954**	145	
S					0	0	10000	0	10000	8000	0	22000	0	0	0	30000	0	0	0	0	0	40000		
	a	413	21	M1-5		0	10000		10000	8000		22000				30000				0	0.0	**40000**	75	
T					0	0	12000	0	12000	9600	0	26400	0	0	0	36000	0	0	0	0	0	48000		
	a	413	58	M1-5		0	12000		12000	9600		26400				36000				0	0.0	**48000**	75	
U				0	206440	243	0	0	0	15880	0	15880	0	0	0	31760	0	0	0	0	73	238200		
	a	420	1	M1-5/R7X	206440	243			0	15880		15880				31760				0	72.9	**238200**	100	
V					46348	55	0	4570	4570	11122	0	83368	0	0	0	94490	0	0	0	0	0	145408		
	a	980	19	M1-5/R7X	46348	55		4570	4570	11122		83368				94490				0	0.0	**145408**	145	
W					277920	327	0	15525	15525	10350	0	50000	0	0	0	60350	0	0	0	0	98	353795		
	a	425	1	M1-4/R7-2	186300	219		15525	15525	10350		50000				60350				0	65.8	**262175**	205	
	b	432	15	M1-4/R7-2	91620	108			0							0				0	32.3	**91620**	205	
X					49182	58	0	0	0	11306	0	7133	0	0	0	18439	0	0	0	0	0	67621		
	a	426	36	M1-5/R7X	40651.2	48			0	6775.2						6775.2				0	0.0	**47426**	110	
	ba	426	41	M1-4/R6A	2531	3			0	2537.36		3994.48				6531.84				0	0.0	**9063**	110	
	bb	426	41	M1-5/R7X	6000	7			0	1993.64		3138.52				5132.16				0	0.0	**11132**	110	
Y					0	0	0	0	0	8800	0	35200	0	0	0	44000	0	0	0	0	0	44000		
	a	427	12	M1-5		0			0	4800		19200				24000				0	0.0	**24000**	75	
	b	427	15	M1-5		0			0	4000		16000				20000				0	0.0	**20000**	75	
Z					59490	70	0	0	0	6181	0	0	0	0	0	6181	0	0	0	0	0	65671		
	a	427	37	C4-4D*	18711	22			0	1944						1944				0	0.0	**20655**	115	
	b	427	38	C4-4D*	18141	21			0	1884.8						1884.8				0	0.0	**20026**	115	
	c	427	40	C4-4D*	22638	27			0	2352						2352				0	0.0	**24990**	115	
AA					0	0	0	0	0	12400	0	49600	0	0	0	62000	0	0	0	0	0	62000		

Site Info				Increment																			
				Residential Uses		CF Uses			Commerical Uses								Industrial Uses						
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
				#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	
Existing Conditions				Increment																			
				Residential Uses		CF Uses			Commerical Uses								Industrial Uses						
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
A				11942	14.04941176	-1194.2	0	-1194.2	2388.4	0	0	0	0	0	2388.4	0	0	0	0	-16.01632941	13136.2
	a	198	34	4000	5	-400.00	0.00	-400.00	800.00	0.00	0.00	0.00	0.00		800	0.00	0.00	0.00	0.00	-5	4400
	b	198	35	4000	5	-400.00	0.00	-400.00	800.00	0.00	0.00	0.00	0.00		800	0.00	0.00	0.00	0.00	-5	4400
	c	198	36	1314	2	-131.40	0.00	-131.40	262.80	0.00	0.00	0.00	0.00		263	0.00	0.00	0.00	0.00	-2	1445
	d	198	37	1314	2	-131.40	0.00	-131.40	262.80	0.00	0.00	0.00	0.00		263	0.00	0.00	0.00	0.00	-2	1445
	e	198	38	1314	2	-131.40	0.00	-131.40	262.80	0.00	0.00	0.00	0.00		263	0.00	0.00	0.00	0.00	-2	1445
B				12380	14.56470588	-1238	0	-1238	2476	0	0	0	0	0	2476	0	0	0	0	-16.60376471	13618
	a	932	2	2700	3	-270.00	0.00	-270.00	540.00	0.00	0.00	0.00	0.00		540	0.00	0.00	0.00	0.00	-4	2970
	b	932	3	2700	3	-270.00	0.00	-270.00	540.00	0.00	0.00	0.00	0.00		540	0.00	0.00	0.00	0.00	-4	2970
	c	932	4	3490	4	-349.00	0.00	-349.00	698.00	0.00	0.00	0.00	0.00		698	0.00	0.00	0.00	0.00	-5	3839
	d	932	5	3490	4	-349.00	0.00	-349.00	698.00	0.00	0.00	0.00	0.00		698	0.00	0.00	0.00	0.00	-5	3839
C				1920	2.258823529	0	0	0	2560	0	0	0	0	0	2560	0	0	0	0	0	4480
	a	399	2	1920	2	0.00	0.00	0.00	2560.00	0.00	0.00	0.00	0.00		2560	0.00	0.00	0.00	0.00	0	4480
D				32000	37.64705882	0	0	0	8000	0	-4508	0	0	0	3492	0	0	0	0	0	35492
	a	399	47	14000	16	0.00	0.00	0.00	4000.00	0.00	-2254.00	0.00	0.00		1746	0.00	0.00	0.00	0.00	0	15746
	b	399	49	18000	21	0.00	0.00	0.00	4000.00	0.00	-2254.00	0.00	0.00		1746	0.00	0.00	0.00	0.00	0	19746
E				36000	42.35294118	0	0	0	0	0	-5000	-5000	0	0	-10000	0	0	0	0	0	26000
	a	399	51	18000	21	0.00	0.00	0.00	0.00	0.00	-5000.00	0.00	0.00		-5000	0.00	0.00	0.00	0.00	0	13000
	b	399	53	18000	21	0.00	0.00	0.00	0.00	0.00	0.00	-5000.00	0.00		-5000	0.00	0.00	0.00	0.00	0	13000
F				21000	24.70588235	0	0	0	6000	0	0	0	0	0	6000	0	0	-7500	-7500	0	19500
	a	399	55	21000	25	0.00	0.00	0.00	6000.00	0.00	0.00	0.00	0.00		6000	0.00	0.00	-7500.00	-7500.00	0	19500
G				16200	19.05882353	0	0	0	0	0	0	0	0	0	0	0	0	-4500	-4500	0	11700
	a	399	62	16200	19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	-4500.00	-4500.00	0	11700
H				21000	24.70588235	0	0	0	6000	-7400	0	0	0	0	-1400	0	0	0	0	0	19600
	a	405	24	21000	25	0.00	0.00	0.00	6000.00	-7400.00	0.00	0.00	0.00		-1400	0.00	0.00	0.00	0.00	0	19600
I				188000	221.1764706	0	0	0	16000	0	12000	0	0	0	28000	-20000	0	-19971	-39971	66.35294118	176029
	a	406	25	28000	33	0.00	0.00	0.00	0.00	0.00	2000.00	0.00	0.00		2000	-5000.00	0.00	0.00	-5000.00	10	25000
	b	406	27	28000	33	0.00	0.00	0.00	0.00	0.00	2000.00	0.00	0.00		2000	-5000.00	0.00	0.00	-5000.00	10	25000
	c	406	50	12528	15	0.00	0.00	0.00	2088.00	0.00	1044.00	0.00	0.00		3132	0.00	0.00	-2871.00	-2871.00	4	12789
	d	406	52	83472	98	0.00	0.00	0.00	13912.00	0.00	6956.00	0.00	0.00		20868	0.00	0.00	-17100.00	-17100.00	29	87240
	e	406	69	18000	21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	-5000.00	0.00	0.00	-5000.00	6	13000
	f	406	71	18000	21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	-5000.00	0.00	0.00	-5000.00	6	13000
K				70000	82	0	0	0	0	-12500	5000	0	0	0	-7500	0	0	0	0	0	62500
	a	406	18	70000	82	0.00	0.00	0.00	0.00	-12500.00	5000.00	0.00	0.00		-7500	0.00	0.00	0.00	0.00	0	62500
L				0	0	0	0	0	0	0	79919	0	0	0	79919	48161	0	0	48161	0	128080
	a	407	41	0	0	0.00	0.00	0.00	0.00	0.00	32616.00	0.00	0.00		32616	23464.00	0.00	0.00	23464.00	0	56080
	a	407	41	0	0	0.00	0.00	0.00	0.00	0.00	47303.00	0.00	0.00		47303	24697.00	0.00	0.00	24697.00	0	72000
M				56640	67	0	0	0	9440	0	4720	-2325	0	0	11835	0	0	0	0	0	68475
	a	407	1	56640	67	0.00	0.00	0.00	9440.00	0.00	4720.00	-2325.00	0.00		11835	0.00	0.00	0.00	0.00	0	68475
N				0	0	0	0	0	-10640	0	96000	0	0	0	85360	0	0	-10000	-10000	0	55360
	aa	407	52	0	0	0.00	0.00	0.00	0.00	0.00	26000.00	0.00	0.00		26000	0.00	0.00	0.00	0.00	0	16000
	ab	407	52	0	0	0.00	0.00	0.00	-10640.00	0.00	70000.00	0.00	0.00		59360	0.00	0.00	-10000.00	-10000.00	0	39360
O				20500	21	0	0	0	3000	0	0	0	0	0	3000	0	0	0	0	0	23500
	a	411	1	3250	2	0.00	0.00	0.00	2000.00	0.00	0.00	0.00	0.00		2000	0.00	0.00	0.00	0.00	0	5250
	b	411	2	3250	2	0.00	0.00	0.00	2000.00	0.00	0.00	0.00	0.00		2000	0.00	0.00	0.00	0.00	0	5250
	c	411	3	14000	16	0.00	0.00	0.00	-1000.00	0.00	0.00	0.00	0.00		-1000	0.00	0.00	0.00	0.00	0	13000
P				28000	33	0	0	0	0	0	0	0	0	0	0	0	0	-2125	-2125	0	25875
	a	411	58	14000	16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	-1000.00	-1000.00	0	13000
	b	411	60	14000	16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	-1125.00	-1125.00	0	12875
Q				49000	58	0	0	0	14000	0	0	0	0	0	14000	-17413	0	0	-17413	0	43087
	a	412	21	49000	58	0.00	0.00	0.00	14000.00	0.00	0.00	0.00	0.00		14000	-17413.00	0.00	0.00	-17413.00	0	43087
R				103659	122	-29500	7035	-22465	24693	0	-33114	0	0	0	-8421	0	0	0	0	-98	72773
	a	412	29	103659	122	-29500.00	7035.00	-22465.00	24693.00	0.00	-33114.00	0.00	0.00		-8421	0.00	0.00	0.00	0.00	-98	72773
S				0	0	10000	0	10000	8000	0	22000	-10000	0	0	20000	0	0	0	0	0	30000
	a	413	21	0	0	10000.00	0.00	10000.00	8000.00	0.00	22000.00	-10000.00	0.00		20000	0.00	0.00	0.00	0.00	0	30000
T				0	0	12000	0	12000	9600	0	25600	0	0	0	35200	0	0	-5756	-5756	0	41444
	a	413	58	0	0	12000.00	0.00	12000.00	9600.00	0.00	25600.00	0.00	0.00		35200	0.00	0.00	-5756.00	-5756.00	0	41444
U				206440	243	-20000	0	-20000	15880	-19700	15880	0	0	0	12060	0	0	0	0	73	198500
	a	420	1	206440	243	-20000.00	0.00	-20000.00	15880.00	-19700.00	15880.00	0.00	0.00		12060	0.00	0.00	0.00	0.00	73	198500
V				46348	55	0	4570	4570	11122	0	83368	0	0	0	94490	0	0	0	0	0	145408
	a	980	19	46348	55	0.00	4570.00	4570.00	11122.00	0.00	83368.00	0.00	0.00		94490	0.00	0.00	0.00	0.00	0	145408
W				277920	327	0	15525	15525	10350	0	50000	0	0	0	60350	0	-103500	-11700	-115200	46	238595
	a	425	1	186300	219	0.00	15525.00	15525.00	10350.00	0.00	50000.00	0.00	0.00		60350	0.00	-103500.00	0.00	-103500.00	14	158675
	b	432	15	91620	108	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	-11700.00	-11700.00	32	79920
X				49182	58	0	0	0	6775	0	0	-8500	0	0	-1725	0	0	0	0	0	47457
	a	426	36	40651	48	0.00	0.00	0.00	6775.20	0.00	0.00	-8500.00	0.00		-1725	0.00	0.00	0.00	0.00	0	38926
	ba	426	41	2531	3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	2531
	bb	426	41	6000	7	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	6000
Y				0	0	0	0	0	8800	-15450	35200	0	0	0	28550	0	0	0	0	0	17450
	a	427	12	0	0	0.00	0.00	0.00	4800.00	-10450.00	19200.00	0.00	0.00		13550	0.00	0.00	0.00	0.00	0	13550
	b	427	15	0	0	0.00	0.00	0.00	4000.00	-5000.00	16000.00	0.00	0.00		15000	0.00	0.00	0.00	0.00	0	3900
Z				59490	70	0	0	0	4010	0	-2171	0	0	0	1839	-6336	0	0	-6336	0	54993
	a	427	37	18711	22	0.00	0.00	0.00	1944.00	0.00	0.00	0.00	0.00		1944	-3636.00	0.00	0.00	-3636.00	0	17019
	b	427	38	18141	21	0.00	0.00	0.00	1884.80	0.00	0.00	0.00	0.00		1885	-2700.00	0.00	0.00	-2700.00	0	17326
	c	427	40	22638	27	0.00	0.00	0.00	181.00	0.00	-2171.00	0.00	0.00		-1990	0.00	0.00	0.00	0.00	0	20648
AA				0	0	-4454	0	-4454	7992	0	49600	0	0	0	57592	0	0	0	0	0	53138

Site Info				Existing Conditions																				
						Residential Uses	CF Uses			Commerical Uses							Industrial Uses							
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
	a	427	21	15500	M1-2				0		5500					5500			10000	10000		15500	15
AB						0	0	0	0	0	0	0	0	0	0	0	16500	0	0	16500	0	16500	
	a	427	31	16500	M1-2				0							0	16500			16500		16500	23
AC						0	0	0	0	0	12159	0	0	0	0	12159	0	0	0	0	0	12159	
	a	427	42	6075	M1-2				0		12159					12159				0		12159	12
AD						0	0	0	0	12000	0	0	0	0	0	12000	0	0	0	0	0	12000	
	a	427	52	16000	M1-2				0	12000						12000				0		12000	15
AE						0	0	0	0	0	0	3600	0	0	0	3600	0	0	0	0	0	3600	
	a	431	2	3600	M2-1				0			3600				3600				0		3600	21
AF						31900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45200	
	a	432	25	13250	M2-1	31900			0							0				0		45200	
AG						0	0	0	0	0	0	0	0	0	0	0	0	0	25881	25881	0	25881	
	a	432	7501	10806	M2-1				0							0			25881	25881		25881	47
AH						7070	0	0	0	1560	0	0	0	0	0	1560	0	0	1495	1495	0	10125	
	a	433	8	1600	M1-2	1990			0							0				0		1990	34
	b	433	9	1560	M1-2	1800			0							0			1495	1495		3295	34
	c	433	10	1560	M1-2	2000			0	1560						1560				0		3560	32
	d	433	12	2380	M1-2	0			0							0				0		0	0
	e	433	13	2500	M1-2	1280			0							0				0		1280	25
AI						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	453	26	28292	M2-1				0							0				0		0	0
AJ						0	0	0	0	0	0	0	2100	0	0	2100	0	0	0	0	0	8500	
	a	433	14	6400	M1-2				0				2100			2100				0		8500	33
AK						1252	0	0	0	1848	0	0	0	0	0	1848	0	0	3000	3000	0	6100	
	a	433	21	4133	M1-2	1252			0	1848						1848			3000	3000		6100	39
AL						0	0	0	0	0	0	0	0	39780	115	39780	0	0	0	0	19	39780	
	aa	434	16	9559	M1-2				0					39780	115	39780				0		39780	85
	ab	434	16	6939	M1-2				0							0				0	19	0	
AM						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	434	52	3563	M1-2				0							0				0		0	0
AN						0	0	0	0	0	0	0	2660	0	0	2660	0	0	0	0	0	2660	
	a	434	55	2660	M1-2				0				2660			2660				0		2660	18
AO						0	0	0	0	10000	0	0	0	0	0	10000	0	0	0	0	0	10000	
	a	438	7	28500	M2-1				0	10000						10000				0		10000	27
AP						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	453	31	4625	M2-1				0							0				0		0	0
AQ						1300	0	0	0	0	0	9290	0	0	0	9290	15200	0	0	15200	0	25790	
	aa	440	21	2000	M1-2				0							0				0		0	
	ab	440	21	3645	M1-2	1300			0			9290				9290	2000			2000		12590	38
	b	440	23	1800	M1-2				0							0	1800			1800		1800	16
	c	440	24	1800	M1-2				0							0	1800			1800		1800	24
	d	440	25	1800	M1-2				0							0	1800			1800		1800	25
	e	440	26	1800	M1-2				0							0	1800			1800		1800	15
	f	440	47	2000	M1-2				0							0	2000			2000		2000	13
	g	440	48	4000	M1-2				0							0	4000			4000		4000	15
AR						0	0	0	0	8550	0	0	0	0	0	8550	0	0	0	0	0	8550	
	a	441	21	8518	M1-2				0	8550						8550				0		8550	16
AS						0	0	0	0	0	0	0	0	0	0	0	4948	0	0	4948	0	4948	
	a	441	50	4948	M1-2				0							0	4948			4948		4948	23
	b	441	53	15564	M1-2				0							0				0		0	0
AT						0	0	0	0	0	0	0	0	0	0	0	0	0	1568	1568	0	1568	
	a	441	4	2240	M1-2				0							0			1568	1568		1568	18
AU						0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	
	a	441	11	2565	M1-2				0				2565			2565				0		2565	16
AV						0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	
	a	441	14	2565	M1-2				0				2565			2565				0		2565	19
AY						1425	0	0	0	0	0	0	0	0	0	0	0	0	15600	15600	0	17025	
	a	447	3	2500	M1-2	1425			0							0				0		1425	24
	b	447	4	6000	M1-2				0							0			6000	6000		6000	29
	c	447	7	8500	M1-2				0							0			9600	9600		9600	19
AZ						2208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2208	
	a	447	13	4000	M1-2	2208			0							0				0		2208	31
BA						0	0	0	0	4000	0	0	0	0	0	4000	0	0	0	0	0	4000	
	a	447	22	4000	M1-2				0	4000						4000				0		4000	25
BB						0	0	0	0	1677	0	0	0	0	0	1677	0	0	0	0	0	1677	
	a	447	50	6400	M1-2				0	1677						1677				0		1677	34
BC						0	0	0	0	0	0	0	5063	0	0	5063	0	0	0	0	0	5063	
	a	448	12	5063	M1-2				0				5063			5063				0		5063	16
BE						3725	0	0	0	3000	0	0	0	0	0	3000	0	0	0	0	0	6725	
	a	448	34	4000	M1-2	3725			0	3000						3000				0		6725	24
BF						1376	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376	
	a	448	31	2500	M1-2	1376			0							0				0		1376	19
BG						2961	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2961	28
	a	448	52	2500	M1-2	2961			0							0				0		2961	28
	b	448	53	2300	M1-2				0							0				0		0	0
BH						0	0	0	0	3200	0	0	0	0	0	3200	0	0	0	0	0	3200	
	a	958	2	4000	R8A/C2-4				0	3200						3200				0		3200	24

Site Info				With-Out Action																				
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
	a	427	21	0	0	4454	0	4454	4408		0	0	0	0	4408	0	0		0	0	8862	30
AB				0	0	0	0	0	0	0	0	0	0	0	0	16500	0	0	16500	0	16500	
	a	427	31	0	0	0	0	0	0	0	0	0	0	0	0	16500	0	0	16500	0	16500	23
AC				0	0	0	0	0	0	12159	0	0	0	0	12159	0	0	0	0	0	12159	
	a	427	42	0	0	0	0	0	0	12159	0	0	0	0	12159	0	0	0	0	0	12159	12
AD				0	0	0	0	0	12000	0	0	0	0	0	12000	0	0	0	0	0	12000	
	a	427	52	0	0	0	0	0	12000	0	0	0	0	0	12000	0	0	0	0	0	12000	15
AE				0	0	0	0	0	0	0	3600	0	0	0	3600	0	0	0	0	0	3600	
	a	431	2	0	0	0	0	0	0	0	3600	0	0	0	3600	0	0	0	0	0	3600	21
AF				31900	15	0	0	0	13300	0	0	0	0	0	13300	0	0	0	0	0	45200	
	a	432	25	31900	15			0	13300						13300				0	0	45200	47
AG				0	0	0	0	0	0	0	0	0	0	0	0	0	0	25881	25881	0	25881	
	a	432	7501	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25881	25881	0	25881	46
AH				7070	8	0	0	0	1560	0	0	0	0	0	1560	0	0	1495	1495	0	10125	
	a	433	8	1990	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1990	34
	b	433	9	1800	2	0	0	0	0	0	0	0	0	0	0	0	0	1495	1495	0	3295	34
	c	433	10	2000	2	0	0	0	1560	0	0	0	0	0	1560	0	0	0	0	0	3560	32
	d	433	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	e	433	13	1280	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1280	25
AI				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	453	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AJ				0	0	0	0	0	0	0	0	2100	0	0	2100	0	0	0	0	0	8500	
	a	433	14	0	0	0	0	0	0	0	0	2100	0	0	2100	0	0	0	0	0	8500	33
AK				1252	2	0	0	0	1848	0	0	0	0	0	1848	0	0	3000	3000	0	6100	
	a	433	21	1252	2	0	0	0	1848	0	0	0	0	0	1848	0	0	3000	3000	0	6100	38
AL				0	0	0	0	0	0	0	0	0	39780	115	39895	0	0	0	0	0	39780	
	aa	434	16	0	0	0	0	0	0	0	0	0	39780	115	39895	0	0	0	0	0	39780	85
	ab	434	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0
AM				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	434	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AN				0	0	0	0	0	0	0	0	2660	0	0	2660	0	0	0	0	0	2660	
	a	434	55	0	0	0	0	0	0	0	0	2660	0	0	2660	0	0	0	0	0	2660	17
AO				0	0	0	0	0	10000	0	0	0	0	0	10000	0	0	0	0	0	10000	
	a	438	7	0	0	0	0	0	10000	0	0	0	0	0	10000	0	0	0	0	0	10000	26
AP				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	
	a	453	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300	0
AQ				1300	1	0	0	0	0	0	9290	0	0	0	9290	15200	0	0	15200	0	25790	
	aa	440	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ab	440	21	1300	1	0	0	0	0	0	9290	0	0	0	9290	2000	0	0	2000	0	12590	38
	b	440	23	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	1800	0	1800	16
	c	440	24	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	1800	0	1800	24
	d	440	25	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	1800	0	1800	25
	e	440	26	0	0	0	0	0	0	0	0	0	0	0	0	1800	0	0	1800	0	1800	15
	f	440	47	0	0	0	0	0	0	0	0	0	0	0	0	2000	0	0	2000	0	2000	13
	g	440	48	0	0	0	0	0	0	0	0	0	0	0	0	4000	0	0	4000	0	4000	15
AR				0	0	0	0	0	8550	0	0	0	0	0	8550	0	0	0	0	0	8550	
	a	441	21	0	0	0	0	0	8550	0	0	0	0	0	8550	0	0	0	0	0	8550	16
AS				0	0	0	0	0	0	0	5916	0	0	0	5916	5904	0	0	5904	42	4948	
	a	441	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	4948	60
	b	441	53	0	0			0			5916				5916	5904			5904	0		60
AT				0	0	0	0	0	0	0	0	0	0	0	0	0	0	1568	1568	0	1568	
	a	441	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1568	1568	0	1568	18
AU				0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	
	a	441	11	0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	16
AV				0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	
	a	441	14	0	0	0	0	0	0	0	0	2565	0	0	2565	0	0	0	0	0	2565	18
AY				1425	3	0	0	0	0	0	0	0	0	0	0	0	0	15600	15600	0	17025	
	a	447	3	1425	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1425	25
	b	447	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6000	6000	0	6000	25
	c	447	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9600	9600	0	9600	25
AZ				2208	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2208	
	a	447	13	2208	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2208	30
BA				0	0	0	0	0	4000	0	0	0	0	0	4000	0	0	0	0	0	4000	
	a	447	22	0	0	0	0	0	4000	0	0	0	0	0	4000	0	0	0	0	0	4000	25
BB				0	0	0	0	0	1677	0	0	0	0	0	1677	0	0	0	0	0	1677	
	a	447	50	0	0	0	0	0	1677	0	0	0	0	0	1677	0	0	0	0	0	1677	33
BC				0	0	0	0	0	0	0	0	5063	0	0	5063	0	0	0	0	0	5063	
	a	448	12	0	0	0	0	0	0	0	0	5063	0	0	5063	0	0	0	0	0	5063	31
BE				3725	2	0	0	0	3000	0	0	0	0	0	3000	0	0	0	0	0	6725	
	a	448	34	3725	2	0	0	0	3000	0	0	0	0	0	3000	0	0	0	0	0	6725	42
BF				1376	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376	
	a	448	31	1376	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1376	19
BG				2961	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2961	
	a	448	52	2961	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2961	28
	b	448	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BH				22800	27	800	0	800	1600	0	0	0	0	0	1600	0	0	0	0	11	25200	
	a	958	2	22800	27	800		800	1600						1600				0	10.72941176	25200	105

Site Info				With-Action																					
					Residential Uses		CF Uses			Commercial Uses							Industrial Uses				Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height	
	a	427	21	M1-5		0			0	12400		49600				62000				0	0.0	**62000**	75	
AB					0	0	16500	0	16500	13200	0	36300	0	0	0	49500	0	0	0	0	0	66000		
	a	427	31	M1-5		0	16500		16500	13200		36300				49500				0	0.0	**66000**	80	
AC					46778	55	0	0	0	4860	0	0	0	0	0	4860	0	0	0	0	0	51638		
	a	427	42	C4-4D*	46778	55			0	4860						4860				0	0.0	**51638**	155	
AD					0	0	16000	0	16000	12800	0	35200	0	0	0	48000	0	0	0	0	0	64000		
	a	427	52	M1-5		0	16000		16000	12800		35200				48000				0	0.0	**64000**	75	
AE					10620	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10620		
	a	431	2	M1-4/R7-2	10620	12			0							0				0	0.0	**10620**	60	
AF					45200	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45200		
	a	432	25	M1-4/R7-2	45200	53			0							0				0	0.0	**45200**	47	
AG					25881	30	0	3242	3242	0	0	0	0	0	0	0	0	0	0	0	0	29123		
	a	432	7501	M1-4/R7-2	25881	30		3241.8	3241.8							0				0	0.0	**29123**	46	
AH					30784	36	0	0	0	3776	0	0	0	0	0	3776	0	0	0	0	0	34560		
	a	433	8	M1-4/R6A	4480	5			0	1280						1280				0	0.0	**5760**	65	
	b	433	9	M1-4/R6A	4368	5			0	1248						1248				0	0.0	**5616**	65	
	c	433	10	M1-4/R6A	4368	5			0	1248						1248				0	0.0	**5616**	65	
	d	433	12	M1-4/R6A	8568	10			0							0				0	0.0	**8568**	65	
	e	433	13	M1-4/R6A	9000	11			0							0				0	0.0	**9000**	65	
AI					39609	47	0	0	0	22634	0	0	0	0	0	22634	0	0	0	0	0	62242		
	a	453	26	M1-4/R6B	39608.8	47			0	22633.6						22633.6				0	0.0	**62242**	55	
AJ					23040	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23040		
	a	433	14	M1-4/R6A	23040	27			0							0				0	0.0	**23040**	75	
AK					11572	14	0	0	0	0	0	0	0	0	0	0	0	0	3306	3306	0	14879		
	a	433	21	M1-4/R6A	11572.4	14			0							0			3306.4	3306.4	0.0	**14879**	65	
AL					0	0	0	0	0	0	0	20817	0	39780	115	60597	0	0	0	0	0	60597		
	aa	434	16	M1-5		0			0					39780	115	39780				0	0.0	**39780**	85	
	ab	434	16	M1-4/R7A		0			0			20817				20817				0	0.0	**20817**	85	
AM					13539	16	0	0	0	2850	0	0	0	0	0	2850	0	0	0	0	0	16390		
	a	434	52	M1-4/R7A	13539.4	16			0	2850.4						2850.4				0	0.0	**16390**	95	
AN					10108	12	0	0	0	2128	0	0	0	0	0	2128	0	0	0	0	0	12236		
	a	434	55	M1-4/R7A	10108	12			0	2128						2128				0	0.0	**12236**	95	
AO					112860	133	0	0	0	5700	0	21945	0	0	0	27645	0	0	0	0	40	140505		
	a	438	7	M1-4/R7-2	112860	133			0	5700		21945				27645				0	39.8	**140505**	200	
AP					0	0	0	0	0	0	0	9250	0	0	0	9250	0	0	0	0	0	9250		
	a	453	31	M1-4/R6B		0			0			9250				9250				0	0.0	**9250**	40	
AQ					61611	72	0	0	0	8676	0	0	0	0	0	8676	0	0	0	0	0	70287		
	aa	440	21	M1-4/R6A	7200	8			0							0				0	0.0	**7200**	85	
	ab	440	21	M1-4/R7A	13851	16			0	2916						2916				0	0.0	**16767**	85	
	b	440	23	M1-4/R7A	6840	8			0	1440						1440				0	0.0	**8280**	85	
	c	440	24	M1-4/R7A	6840	8			0	1440						1440				0	0.0	**8280**	85	
	d	440	25	M1-4/R7A	6840	8			0	1440						1440				0	0.0	**8280**	85	
	e	440	26	M1-4/R7A	6840	8			0	1440						1440				0	0.0	**8280**	85	
	f	440	47	M1-4/R6B	4400	5			0							0				0	0.0	**4400**	85	
	g	440	48	M1-4/R6B	8800	10			0							0				0	0.0	**8800**	85	
AR					32368	38	0	0	0	6814	0	0	0	0	0	6814	0	0	0	0	0	39183		
	a	441	21	M1-4/R7A	32368.4	38			0	6814.4						6814.4				0	0.0	**39183**	85	
AS					0	0	0	0	0	16410	0	45126	0	0	0	61536	0	0	0	0	0	61536		
	a	441	50	M1-4		0			0	3958.4		10885.6				14844				0	0.0	**14844**	65	
	b	441	53	M1-4		0			0	12451.2		34240.8				46692				0	0.0	**46692**	65	
AT					6272	7	0	0	0	1792	0	0	0	0	0	1792	0	0	0	0	0	8064		
	a	441	4	M1-4/R6A	6272	7			0	1792						1792				0	0.0	**8064**	75	
AU					7182	8	0	0	0	2052	0	0	0	0	0	2052	0	0	0	0	0	9234		
	a	441	11	M1-4/R6A	7182	8			0	2052						2052				0	0.0	**9234**	75	
AV					7182	8	0	0	0	2052	0	0	0	0	0	2052						9234		
	a	441	14	M1-4/R6A	7182	8			0	2052						2052				0	0.0	**9234**	75	
AY					47600	56	0	0	0	13600	0	0	0	0	0	13600	0	0	0	0	0	61200		
	a	447	3	M1-4/R6A	7000	8			0	2000						2000				0	0.0	**9000**	65	
	b	447	4	M1-4/R6A	16800	20			0	4800						4800				0	0.0	**21600**	65	
	c	447	7	M1-4/R6A	23800	28			0	6800						6800				0	0.0	**30600**	65	
AZ					8800	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8800		
	a	447	13	M1-4/R6B	8800	10			0							0				0	0.0	**8800**	45	
BA					0	0	0	0	0	4000	0	0	0	0	0	4000	0	0	0	0	0	4000		
	a	447	22	M1-4/R6B		0			0	4000						4000				0	0.0	**4000**	15	
BB					8960	11	0	0	0	5120	0	0	0	0	0	5120	0	0	0	0	0	14080		
	a	447	50	M1-4/R6B	8960	11			0	5120						5120				0	0.0	**14080**	45	
BC					11139	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11139		
	a	448	12	M1-4/R6B	11138.6	13			0							0				0	0.0	**11139**	55	
BE					30800	36	0	0	0	3200	0	0	0	0	0	3200	0	0	0	0	0	34000		
	a	448	34	C4-4D*	30800	36			0	3200						3200				0	0.0	**34000**	105	
BF					5500	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5500		
	a	448	31	M1-4/R6B	5500	6			0							0				0	0.0	**5500**	45	
BG				0	10560	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10560		
	a	448	52	M1-4/R6B	5500	6			0							0				0	0.0	**5500**	45	
	b	448	53	M1-4/R6B	5060	6			0							0				0	0.0	**5060**	45	
BH					18720	22	0	0	0	3200	0	0	0	0	0	3200	0	0	0	0	0	21920		
	a	958	2	C4-4D*	18720	22			0	3200						3200				0	0.0	**21920**	105	

Site Info				Increment																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses							
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
	a	427	21	0	0	-4454.00	0.00	-4454.00	7992.00	0.00	49600.00	0.00	0.00		57592	0.00	0.00	0.00	0.00	0	53138
AB				0	0	16500	0	16500	13200	0	36300	0	0	0	49500	-16500	0	0	-16500	0	49500
	a	427	31	0	0	16500.00	0.00	16500.00	13200.00	0.00	36300.00	0.00	0.00		49500	-16500.00	0.00	0.00	-16500.00	0	49500
AC				46778	55	0	0	0	4860	-12159	0	0	0	0	-7299	0	0	0	0	0	39479
	a	427	42	46778	55	0.00	0.00	0.00	4860.00	-12159.00	0.00	0.00	0.00		-7299	0.00	0.00	0.00	0.00	0	39479
AD				0	0	16000	0	16000	800	0	35200	0	0	0	36000	0	0	0	0	0	#REF!
	a	427	52	0	0	16000.00	0.00	16000.00	800.00	0.00	35200.00	0.00	0.00		36000	0.00	0.00	0.00	0.00	0	#REF!
AE				10620	12	0	0	0	0	0	-3600	0	0	0	-3600	0	0	0	0	0	7020
	a	431	2	10620	12	0.00	0.00	0.00	0.00	0.00	-3600.00	0.00	0.00		-3600	0.00	0.00	0.00	0.00	0	7020
AF				13300	38	0	0	0	-13300	0	0	0	0	0	-13300	0	0	0	0	0	0
	a	432	25	13300	38	0.00	0.00	0.00	-13300.00	0.00	0.00	0.00	0.00		-13300	0.00	0.00	0.00	0.00	0	0
AG				25881	30	0	3242	3242	0	0	0	0	0	0	0	0	0	-25881	-25881	0	3242
	a	432	7501	25881	30	0.00	3241.80	3241.80	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	-25881.00	-25881.00	0	3242
AH				23714	28	0	0	0	2216	0	0	0	0	0	2216	0	0	-1495	-1495	0	24435
	a	433	8	2490	3	0.00	0.00	0.00	1280.00	0.00	0.00	0.00	0.00		1280	0.00	0.00	0.00	0.00	0	3770
	b	433	9	2568	3	0.00	0.00	0.00	1248.00	0.00	0.00	0.00	0.00		1248	0.00	0.00	-1495.00	-1495.00	0	2321
	c	433	10	2368	3	0.00	0.00	0.00	-312.00	0.00	0.00	0.00	0.00		-312	0.00	0.00	0.00	0.00	0	2056
	d	433	12	8568	10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	8568
	e	433	13	7720	9	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	7720
AI				39609	47	0	0	0	22634	0	0	0	0	0	22634	0	0	0	0	0	62242
	a	453	26	39609	47	0.00	0.00	0.00	22633.60	0.00	0.00	0.00	0.00		22634	0.00	0.00	0.00	0.00	0	62242
AJ				23040	27	0	0	0	0	0	0	-2100	0	0	-2100	0	0	0	0	0	20940
	a	433	14	23040	27	0.00	0.00	0.00	0.00	0.00	0.00	-2100.00	0.00		-2100	0.00	0.00	0.00	0.00	0	20940
AK				10320	12	0	0	0	-1848	0	0	0	0	0	-1848	0	0	306	306	0	8779
	a	433	21	10320	12	0.00	0.00	0.00	-1848.00	0.00	0.00	0.00	0.00		-1848	0.00	0.00	306.40	306.40	0	8779
AL				0	0	0	0	0	0	0	20817	0	0	0	20817	0	0	0	0	-19	6947
	aa	434	16	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00				0.00	0.00	0.00	0.00	0	-13870
	ab	434	16	0	0	0.00	0.00	0.00	0.00	0.00	20817.00	0.00	0.00	0.00	20817	0.00	0.00	0.00	0.00	-19	20817
AM				13539	16	0	0	0	2850	0	0	0	0	0	2850	0	0	0	0	0	16390
	a	434	52	13539	16	0.00	0.00	0.00	2850.40	0.00	0.00	0.00	0.00		2850	0.00	0.00	0.00	0.00	0	16390
AN				10108	12	0	0	0	2128	0	0	-2660	0	0	-532	0	0	0	0	0	-1824
	a	434	55	10108	12	0.00	0.00	0.00	2128.00	0.00	0.00	-2660.00	0.00		-532	0.00	0.00	0.00	0.00	0	-1824
AO				112860	133	0	0	0	-4300	0	21945	0	0	0	17645	0	0	0	0	40	105075
	a	438	7	112860	133	0.00	0.00	0.00	-4300.00	0.00	21945.00	0.00	0.00		17645	0.00	0.00	0.00	0.00	40	105075
AP				0	0	0	0	0	0	0	9250	0	0	0	9250	0	0	0	0	0	8950
	a	453	31	0	0	0.00	0.00	0.00	0.00	0.00	9250.00	0.00	0.00		9250	0.00	0.00	0.00	0.00	0	8950
AQ				60311	71	0	0	0	8676	0	-9290	0	0	0	-614	-15200	0	0	-15200	0	44497
	aa	440	21	7200	8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	7200
	ab	440	21	12551	15	0.00	0.00	0.00	2916.00	0.00	-9290.00	0.00	0.00		-6374	-2000.00	0.00	0.00	-2000.00	0	4177
	b	440	23	6840	8	0.00	0.00	0.00	1440.00	0.00	0.00	0.00	0.00		1440	-1800.00	0.00	0.00	-1800.00	0	6480
	c	440	24	6840	8	0.00	0.00	0.00	1440.00	0.00	0.00	0.00	0.00		1440	-1800.00	0.00	0.00	-1800.00	0	6480
	d	440	25	6840	8	0.00	0.00	0.00	1440.00	0.00	0.00	0.00	0.00		1440	-1800.00	0.00	0.00	-1800.00	0	6480
	e	440	26	6840	8	0.00	0.00	0.00	1440.00	0.00	0.00	0.00	0.00		1440	-1800.00	0.00	0.00	-1800.00	0	6480
	f	440	47	4400	5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	-2000.00	0.00	0.00	-2000.00	0	2400
	g	440	48	8800	10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	-4000.00	0.00	0.00	-4000.00	0	4800
AR				32368	38	0	0	0	-1736	0	0	0	0	0	-1736	0	0	0	0	0	30633
	a	441	21	32368	38	0.00	0.00	0.00	-1735.60	0.00	0.00	0.00	0.00		-1736	0.00	0.00	0.00	0.00	0	30633
AS				0	0	0	0	0	16410	0	39210	0	0	0	55620	-5904	0	0	-5904	-42	49716
	a	441	50	0	0	0.00	0.00	0.00	3958.40	0.00	10885.60	0.00	0.00		14844	0.00	0.00	0.00	0.00	-42	14844
	b	441	53	0	0	0.00	0.00	0.00	12451.20	0.00	28324.80	0.00	0.00		40776	-5904.00	0.00	0.00	-5904.00	0	34872
AT				6272	7	0	0	0	1792	0	0	0	0	0	1792	0	0	-1568	-1568	0	6496
	a	441	4	6272	7	0.00	0.00	0.00	1792.00	0.00	0.00	0.00	0.00		1792	0.00	0.00	-1568.00	-1568.00	0	6496
AU				7182	8	0	0	0	2052	0	0	-2565	0	0	-513	0	0	0	0	0	6669
	a	441	11	7182	8	0.00	0.00	0.00	2052.00	0.00	0.00	-2565.00	0.00		-513	0.00	0.00	0.00	0.00	0	6669
AV				7182	8	0	0	0	2052	0	0	-2565	0	0	-513	0	0	0	0		
	a	441	14	7182	8	0.00	0.00	0.00	2052.00	0.00	0.00	-2565.00	0.00		-513	0.00	0.00	0.00	0.00	0	6669
AY				46175	53	0	0	0	13600	0	0	0	0	0	13600	0	0	-15600	-15600	0	44175
	a	447	3	5575	5	0.00	0.00	0.00	2000.00	0.00	0.00	0.00	0.00		2000	0.00	0.00	0.00	0.00	0	7575
	b	447	4	16800	20	0.00	0.00	0.00	4800.00	0.00	0.00	0.00	0.00		4800	0.00	0.00	-6000.00	-6000.00	0	15600
	c	447	7	23800	28	0.00	0.00	0.00	6800.00	0.00	0.00	0.00	0.00		6800	0.00	0.00	-9600.00	-9600.00	0	21000
AZ				6592	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6592
	a	447	13	6592	8	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	6592
BA				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	a	447	22	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	0
BB				8960	11	0	0	0	3443	0	0	0	0	0	3443	0	0	0	0	0	12403
	a	447	50	8960	11	0.00	0.00	0.00	3443.00	0.00	0.00	0.00	0.00		3443	0.00	0.00	0.00	0.00	0	12403
BC				11139	13	0	0	0	0	0	0	-5063	0	0	-5063	0	0	0	0	0	6076
	a	448	12	11139	13	0.00	0.00	0.00	0.00	0.00	0.00	-5063.00	0.00		-5063	0.00	0.00	0.00	0.00	0	6076
BE				27075	34	0	0	0	200	0	0	0	0	0	200	0	0	0	0	0	27275
	a	448	34	27075	34	0.00	0.00	0.00	200.00	0.00	0.00	0.00	0.00		200	0.00	0.00	0.00	0.00	0	27275
BF				4124	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4124
	a	448	31	4124	5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	4124
BG				7599	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7599
	a	448	52	2539	3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	2539
	b	448	53	5060	6	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	5060
BH				-4080	-5	-800	0	-800	1600	0	0	0	0	0	1600	0	0	0	0	-11	-3280
	a	958	2	-4080	-5	-800.00	0.00	-800.00	1600.00	0.00	0.00	0.00	0.00		1600	0.00	0.00	0.00	0.00	-11	-3280

Site Info				Existing Conditions																				
						Residential Uses	CF Uses			Commerical Uses							Industrial Uses							
Site Number		Block	Lot	Lot Area	ZoneDist1	Residential SF	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
BI						0	0	0	0	0	0	0	0	0	0	0	0	0	9500	9500	0	9500	
	a	453	36	9854	M2-1				0							0			9500	9500		9500	17
BJ						0	0	0	0	0	0	0	0	0	0	0	0	90000	0	90000	0	90000	
	aa	453	54	15000	M2-1				0							0		45000		45000		45000	47
	ab	453	54	27816	M2-1				0							0		45000		45000		45000	47
BK						0	0	0	0	4230	0	3400	0	0	0	7630	0	0	0	0	0	7630	
	a	454	24	1800	M1-2				0			3400				3400				0		3400	31
	b	454	25	3600	M1-2				0	3600						3600				0		3600	16
	c	454	27	672	M1-2				0	630						630				0		630	14
BL						1540	0	0	0	0	0	0	0	0	0	0	0	0	8280	8280	0	9820	
	a	454	33	6680	M1-2				0							0			6680	6680		6680	14
	b	454	31	3783	M1-2	1540			0							0			1600	1600		3140	25
BM						0	0	0	0	1983	0	0	23042	0	0	25025	0	0	0	0	0	25025	
	aa	456	13	2000	M1-2				0	1983						1983				0		1983	24
	ab	456	13	1757	M1-2				0	1983						1983				0		1983	24
	b	456	17	3871	M1-2				0				3850			3850				0		3850	15
	c	456	23	8936	M1-2				0				19192			19192				0		19192	33
BN						0	0	0	0	0	0	0	0	0	0	0	0	79244	0	79244	0	79244	
	a	967	24	40500	M2-1				0							0		79244		79244		79244	72
BO						0	0	0	0	0	0	5000	3600	0	0	8600	0	0	12240	12240	0	25688	
	a	462	6	9175	M2-1				0				0			0				0		0	18
	b	462	8	2000	M2-1				0				0			0			1800	1800		1800	13
	c	462	9	5900	M2-1				0				0			0			10440	10440		10440	29
	d	462	42	3600	M2-1				0				3600			3600				0		3600	13
	e	462	44	5400	M2-1				0			5000				5000				0		9848	23
	f	462	50	1575	M2-1				0				0			0				0		0	0
BP						0	0	0	0	0	0	0	0	0	0	0	15570	0	0	15570	0	15570	
	a	464	51	15578	M1-1				0							0	15570			15570		15570	20
BQ						0			0	0	0	0	0	0	0	0	16500	0	0	16500	0	16500	
	a	465	1	17320	M1-1				0							0	16500			16500		16500	17
	b	465	10	3080	M1-1				0							0				0		0	0
BR						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5670	
	a	468	3	6300	M1-1				0							0				0		5670	22
BS						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17820	
	a	471	116	17977	M3-1				0							0				0		17820	26
BT						0	9525	0	9525	0	38825	400	0	0	0	39225	0	0	0	0	0	48750	82
	aa	980	23	16000	C8-2				0							0				0		0	23
	ab	980	23	82578	C8-2				0		38825	400				39225				0		39225	23
	ba	980	49	9400	C8-2		9525		9525							0				0		9525	18
	bb	980	49	5000	C8-2				0							0				0		0	18
BU						0	0	0	0	0	0	0	0	0	0	0	0	0	34283	34283	0	34283	
	a	992	5	23075	C8-2				0							0			22183	22183		22183	27
	b	992	7	13000	C8-2				0							0			12100	12100		12100	20
BV						0	0	0	0	0	0	0	0	0	0	0	29137	0	0	29137	0	29137	
	aa	992	1	10000	C8-2				0							0	9000			9000		9000	33
	ab	992	1	26075	C8-2				0							0	20137			20137		20137	33
BX						3410	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3410	
	a	1003	43	2000	R8A/C2-4	1955			0							0				0		1955	30
	b	1003	44	2000	R8A/C2-4	1455			0							0				0		1455	30
BY						7808	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7808	
	a	1040	46	1503	R8A/C2-4	3924			0							0				0		3924	45
	b	1040	47	1497	R8A/C2-4	3884			0							0				0		3884	45
BZ						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	949	7	1225	R8A/C2-4	0			0							0				0		0	
	b	949	8	1225	R8A/C2-4	0			0							0				0		0	

Site Info				With-Out Action																			
				Residential Uses		CF Uses			Commerical Uses							Industrial Uses				Parking		
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height
BI				0	0	0	0	0	0	0	0	0	0	0	0	0	0	9500	9500	0	9500	
	a	453	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9500	9500	0	9500	16
BJ				0	0	0	0	0	0	0	0	0	0	0	0	0	90000	0	90000	0	90000	
	aa	453	54	0	0	0	0	0	0	0	0	0	0	0	0	0	45000	0	45000	0	45000	47
	ab	453	54	0	0	0	0	0	0	0	0	0	0	0	0	0	45000	0	45000	0	45000	47
BK				0	0	0	0	0	4230	0	3400	0	0	0	7630	0	0	0	0	0	7630	
	a	454	24	0	0	0	0	0	0	0	3400	0	0	0	3400	0	0	0	0	0	3400	31
	b	454	25	0	0	0	0	0	3600	0	0	0	0	0	3600	0	0	0	0	0	3600	16
	c	454	27	0	0	0	0	0	630	0	0	0	0	0	630	0	0	0	0	0	630	14
BL				1540	2	0	0	0	0	0	0	0	0	0	0	0	0	8280	8280	0	9820	
	a	454	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6680	6680	0	6680	14
	b	454	31	1540	2	0	0	0	0	0	0	0	0	0	0	0	0	1600	1600	0	3140	25
BM				0	0	0	0	0	1983	0	0	23042	0	0	25025	0	0	0	0	0	25025	
	aa	456	13	0	0	0	0	0	1983	0	0	0	0	0	1983	0	0	0	0	0	1983	24
	ab	456	13	0	0	0	0	0	1983	0	0	0	0	0	1983	0	0	0	0	0	1983	24
	b	456	17	0	0	0	0	0	0	0	0	3850	0	0	3850	0	0	0	0	0	3850	15
	c	456	23	0	0	0	0	0	0	0	0	19192	0	0	19192	0	0	0	0	0	19192	33
BN				0	0	0	0	0	0	0	0	0	0	0	0	0	79244	0	79244	0	79244	
	a	967	24	0	0	0	0	0	0	0	0	0	0	0	0	0	79244	0	79244	0	79244	72
BO				0	0	0	0	0	0	0	5000	3600	0	0	8600	0	0	12240	12240	0	25688	
	a	462	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	b	462	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1800	1800	0	1800	13
	c	462	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10440	10440	0	10440	29
	d	462	42	0	0	0	0	0	0	0	0	3600	0	0	3600	0	0	0	0	0	3600	13
	e	462	44	0	0	0	0	0	0	0	5000	0	0	0	5000	0	0	0	0	0	9848	23
	f	462	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BP				0	0	0	0	0	0	0	0	0	0	0	0	15570	0	0	15570	0	15570	
	a	464	51	0	0	0	0	0	0	0	0	0	0	0	0	15570	0	0	15570	0	15570	16
BQ				0	0	0	0	0	0	0	0	0	0	0	0	16500	0	0	16500	0		
	a	465	1	0	0	0	0	0	0	0	0	0	0	0	0	16500	0	0	16500	0	16500	19
	b	465	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BR				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5670	
	a	468	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5670	21
BS				0	0	0	0	0	0	0	18157	0	0	0	18157	0	0	0	0	61	0	
	a	471	116	0	0	0	0	0	0	0	18156.77	0	0	0	18156.77	0	0	0	0	60.52256667		25
BT				0	0	9525	0	9525	0	38825	400	0	0	0	39225	0	0	0	0	0	48750	
	aa	980	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
	ab	980	23	0	0	0	0	0	0	38825	400	0	0	0	39225	0	0	0	0	0	39225	23
	ba	980	49	0	0	9525	0	9525	0	0	0	0	0	0	0	0	0	0	0	0	9525	18
	bb	980	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
BU				0	0	0	0	0	0	0	0	0	0	0	0	0	0	34283	34283	0	34283	
	a	992	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22183	22183	0	22183	26
	b	992	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12100	12100	0	12100	20
BV				0	0	0	0	0	0	0	0	0	0	0	0	29137	0	0	29137	0	29137	
	aa	992	1	0	0	0	0	0	0	0	0	0	0	0	0	9000	0	0	9000	0	9000	33
	ab	992	1	0	0	0	0	0	0	0	0	0	0	0	0	20137	0	0	20137	0	20137	33
BX				22800	27	800	0	800	1600	0	0	0	0	0	1600	0	0	0	0	11	25200	
	a	1003	43	11400	13	400		400	800						800				0	5.364705882	12600	115
	b	1003	44	11400	13	400		400	800						800				0	5.364705882	12600	115
BY				17100	20	600	0	600	1200	0	0	0	0	0	1200	0	0	0	0	8	18900	
	a	1040	46	8567	10	301		301	601.2						601.2				0	4.031576471	9468.9	105
	b	1040	47	8533	10	299		299	598.8						598.8				0	4.015482353	9431.1	105
BZ				13965	16	490	0	490	980	0	0	0	0	0	980	0	0	0	0	7	15435	
	a	949	7	6983	8	245		245	490						490				0	3.285882353	7717.5	105
	b	949	8	6983	8	245		245	490						490				0	3.285882353	7717.5	105

Site Info				With-Action																					
					Residential Uses		CF Uses			Commercial Uses							Industrial Uses				Parking			
Site Number		Block	Lot	Proposed Zoning	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-Related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF	Building Height	
BI					0	0	0	0	0	0	0	9854	0	0	0	9854	0	0	9854	9854	0	19708		
	a	453	36	M1-4/R6B		0			0			9854				9854			9854	9854	0.0	**19708**	30	
BJ					133195	157	0	0	0	12000	0	6000	0	0	0	18000	0	0	0	0	47	151195		
	aa	453	54	M1-5/R7X	72000	85			0	12000		6000				18000				0	25.4	**90000**	85	
	ab	453	54	M1-4/R6B	61195.2	72			0							0				0	21.6	**61195**	85	
BK					8501	10	0	0	0	4320	0	0	0	0	0	4320	0	0	0	0	0	12821		
	a	454	24	M1-4/R6B	2520	3			0	1440						1440				0	0.0	**3960**	45	
	b	454	25	M1-4/R6B	5040	6			0	2880						2880				0	0.0	**7920**	45	
	c	454	27	M1-4/R6B	940.8	1			0							0				0	0.0	**941**	45	
BL					14648	17	0	0	0	0	0	0	0	0	0	0	0	0	8280	8280	0	22928		
	a	454	33	M1-4/R6B	9352	11			0							0			6680	6680	0.0	**16032**	55	
	b	454	31	M1-4/R6B	5296.2	6			0							0			1600	1600	0.0	**6896**	55	
BM					80837	95	0	0	0	7149	0	0	0	0	0	7149	0	0	0	0	0	87986		
	aa	456	13	C4-4D*	15400	18			0	1600						1600				0	0.0	**17000**	135	
	ab	456	13	M1-4/R6B	3514	4			0							0				0	0.0	**3514**	135	
	b	456	17	M1-4/R6B	8516.2	10			0							0				0	0.0	**8516**	135	
	c	456	23	C4-4D*	68807	81			0	7148.8						7148.8				0	0.0	**75956**	135	
BN					194400	229	4050	4050	8100	32400	0	8100	0	0	0	40500	0	0	0	0	69	243000		
	a	967	24	M1-5/R7X	194400	229	4050	4050	8100	32400		8100				40500				0	68.6	**243000**	140	
BO					103411	122	0	0	0	4977	0	4148	0	0	0	9125	0	0	3871	3871	0	116407		
	a	462	6	M1-4/R7-2	34314.5	40			0	1651.5		1376.25				3027.75			1284.5	1284.5	0.0	**38627**	85	
	b	462	8	M1-4/R7-2	7480	9			0	360		300				660			280	280	0.0	**8420**	85	
	c	462	9	M1-4/R7-2	22066	26			0	1062		885				1947			826	826	0.0	**24839**	85	
	d	462	42	M1-4/R7-2	13464	16			0	648		540				1188			504	504	0.0	**15156**	85	
	e	462	44	M1-4/R7-2	20196	24			0	972		810				1782			756	756	0.0	**22734**	85	
	f	462	50	M1-4/R7-2	5890.5	7			0	283.5		236.25				519.75			220.5	220.5	0.0	**6631**	85	
BP					0	0	0	0	0	0	0	46734	0	0	0	46734	0	0	0	0	0	46734		
	a	464	51	M1-4		0			0			46734				46734				0	0.0	**46734**	65	
BQ					0	0	0	0	0	0	0	61200	0	0	0	61200	0	0	0	0	0	61200		
	a	465	1	M1-4		0			0			51960				51960				0	0.0	**51960**	80	
	b	465	10	M1-4		0			0			9240				9240				0	0.0	**9240**	80	
BR					8820	10	0	0	0	5040	0	0	0	0	0	5040	0	0	0	0	0	13860		
	a	468	3	M1-4/R6B	8820	10			0	5040						5040				0	0.0	**13860**	55	
BS					0	0	0	0	0	0	0	53931	0	0	0	53931	0	0	0	0	0	53931		
	a	471	116	M1-4		0			0			53931				53931				0	0.0	**53931**	80	
BT				0	195580	230	9525	0	9525	0	59145	0	0	0	0	59145	0	0	0	0	69	264250		
	aa	980	23	C4-4D*	123200	145			0		12800					12800				0	43.5	**136000**	175	
	ab	980	23	M1-4		0	0		0		38825					38825				0	0.0	**38825**	175	
	ba	980	49	C4-4D*	72380	85			0		7520					7520				0	25.5	**79900**	175	
	bb	980	49	M1-4		0	9525		9525	0						0				0	0.0	**9525**	175	
BU					0	0	0	0	0	0	0	73983	0	0	0	73983	0	0	0	0	0	73983		
	a	992	5	M1-4		0			0			47073				47073				0	0.0	**47073**	80	
	b	992	7	M1-4		0			0			26910				26910				0	0.0	**26910**	80	
BV					57365	67	0	0	0	0	0	30000	0	0	0	30000	10000	0	0	10000	0	97365		
	aa	992	1	M1-4		0			0			30000				30000	10000			10000	0.0	**40000**	65	
	ab	992	1	M1-4/R6B	57365	67			0							0				0	0.0	**57365**	65	
BX					30800	36	0	0	0	3200	0	0	0	0	0	3200	0	0	0	0	0	34000		
	a	1003	43	C4-4D*	15400	18			0	1600						1600				0	0.0	**17000**	165	
	b	1003	44	C4-4D*	15400	18			0	1600						1600				0	0.0	**17000**	165	
BY					17400	20	0	0	0	2400	0	0	0	0	0	2400	0	0	0	0	0	19800		
	a	1040	46	C4-4D*	8717	10			0	1202.4						1202.4				0	0.0	**9920**	105	
	b	1040	47	C4-4D*	8683	10			0	1197.6						1197.6				0	0.0	**9880**	105	
BZ					12250	14	0	0	0	1960	0	0	0	0	0	1960	0	0	0	0	0	14210		
	a	949	7	C4-4D*	6125	7			0	980						980				0	0.0	**7105**	105	
	b	949	8	C4-4D*	6125	7			0	980						980				0	0.0	**7105**	105	

Site Info				Increment																			
				Residential Uses		CF Uses			Commerical Uses								Industrial Uses						
Site Number		Block	Lot	Residential SF	Residential Units	Medical Office	Other CF	Total CF SF	Local Retail	Destination Retail	Other Commercial	Auto-related	Hotel	Hotel Rooms	Total Com SF	Warehouse	Self-Storage	Industrial	Total Industrial SF	Total Spaces	Total SF
BI				0	0	0	0	0	0	0	9854	0	0	0	9854	0	0	354	354	0	10208
	a	453	36	0	0	0.00	0.00	0.00	0.00	0.00	9854.00	0.00	0.00		9854	0.00	0.00	354.00	354.00	0	10208
BJ				133195	157	0	0	0	12000	0	6000	0	0	0	18000	0	-90000	0	-90000	47	61195
	aa	453	54	72000	85	0.00	0.00	0.00	12000.00	0.00	6000.00	0.00	0.00		18000	0.00	-45000.00	0.00	-45000.00	25	45000
	ab	453	54	61195	72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	-45000.00	0.00	-45000.00	22	16195
BK				8501	10	0	0	0	90	0	-3400	0	0	0	-3310	0	0	0	0	0	5191
	a	454	24	2520	3	0.00	0.00	0.00	1440.00	0.00	-3400.00	0.00	0.00		-1960	0.00	0.00	0.00	0.00	0	560
	b	454	25	5040	6	0.00	0.00	0.00	-720.00	0.00	0.00	0.00	0.00		-720	0.00	0.00	0.00	0.00	0	4320
	c	454	27	941	1	0.00	0.00	0.00	-630.00	0.00	0.00	0.00	0.00		-630	0.00	0.00	0.00	0.00	0	311
BL				13108	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13108
	a	454	33	9352	11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	9352
	b	454	31	3756	4	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	3756
BM				80837	95	0	0	0	5166	0	0	-23042	0	0	-17876	0	0	0	0	0	62961
	aa	456	13	15400	18	0.00	0.00	0.00	-383.00	0.00	0.00	0.00	0.00		-383	0.00	0.00	0.00	0.00	0	4817
	ab	456	13	3514	4	0.00	0.00	0.00	-1983.00	0.00	0.00	0.00	0.00		-1983	0.00	0.00	0.00	0.00	0	1531
	b	456	17	8516	10	0.00	0.00	0.00	0.00	0.00	0.00	-3850.00	0.00		-3850	0.00	0.00	0.00	0.00	0	4666
	c	456	23	68807	81	0.00	0.00	0.00	7148.80	0.00	0.00	-19192.00	0.00		-12043	0.00	0.00	0.00	0.00	0	56764
BN				194400	229	4050	4050	8100	32400	0	8100	0	0	0	40500	0	-79244	0	-79244	69	163756
	a	967	24	194400	229	4050.00	4050.00	8100.00	32400.00	0.00	8100.00	0.00	0.00		40500	0.00	-79244.00	0.00	-79244.00	69	163756
BO				103411	122	0	0	0	4977	0	-853	-3600	4148	0	525	0	0	-8369	-8369	0	95567
	a	462	6	34315	40	0.00	0.00	0.00	1651.50	0.00	1376.25	0.00	1376.25		3028	0.00	0.00	1284.50	1284.50	0	38627
	b	462	8	7480	9	0.00	0.00	0.00	360.00	0.00	300.00	0.00	300.00		660	0.00	0.00	-1520.00	-1520.00	0	6620
	c	462	9	22066	26	0.00	0.00	0.00	1062.00	0.00	885.00	0.00	885.00		1947	0.00	0.00	-9614.00	-9614.00	0	14399
	d	462	42	13464	16	0.00	0.00	0.00	648.00	0.00	540.00	-3600.00	540.00		-2412	0.00	0.00	504.00	504.00	0	11556
	e	462	44	20196	24	0.00	0.00	0.00	972.00	0.00	-4190.00	0.00	810.00		-3218	0.00	0.00	756.00	756.00	0	17734
	f	462	50	5891	7	0.00	0.00	0.00	283.50	0.00	236.25	0.00	236.25		520	0.00	0.00	220.50	220.50	0	6631
BP				0	0	0	0	0	0	0	46734	0	0	0	46734	-15570	0	0	-15570	0	31164
	a	464	51	0	0	0.00	0.00	0.00	0.00	0.00	46734.00	0.00	0.00		46734	-15570.00	0.00	0.00	-15570.00	0	31164
BQ				0	0	0	0	0	0	0	61200	0	0	0	61200	-16500	0	0	-16500	0	44700
	a	465	1	0	0	0.00	0.00	0.00	0.00	0.00	51960.00	0.00	0.00		51960	-16500.00	0.00	0.00	-16500.00	0	35460
	b	465	10	0	0	0.00	0.00	0.00	0.00	0.00	9240.00	0.00	0.00		9240	0.00	0.00	0.00	0.00	0	9240
BR				8820	10	0	0	0	5040	0	0	0	0	0	5040	0	0	0	0	0	8190
	a	468	3	8820	10	0.00	0.00	0.00	5040.00	0.00	0.00	0.00	0.00		5040	0.00	0.00	0.00	0.00	0	8190
BS				0	0	0	0	0	0	0	35774	0	0	0	35774	0	0	0	0	-61	17954
	a	471	116	0	0	0.00	0.00	0.00	0.00	0.00	35774.23	0.00	0.00		35774	0.00	0.00	0.00	0.00	-61	17954
BT				195580	230	0	0	0	0	20320	-400	0	0	0	19920	0	0	0	0	69	215500
	aa	980	23	123200	145	0.00	0.00	0.00	0.00	12800.00	0.00	0.00	0.00		12800	0.00	0.00	0.00	0.00	43	136000
	ab	980	23	0	0	0.00	0.00	0.00	0.00	0.00	-400.00	0.00	0.00		-400	0.00	0.00	0.00	0.00	0	-400
	ba	980	49	72380	85	-9525.00	0.00	-9525.00	0.00	7520.00	0.00	0.00	0.00		7520	0.00	0.00	0.00	0.00	26	70375
	bb	980	49	0	0	9525.00	0.00	9525.00	0.00	0.00	0.00	0.00	0.00		0	0.00	0.00	0.00	0.00	0	9525
BU				0	0	0	0	0	0	0	73983	0	0	0	73983	0	0	-34283	-34283	0	39700
	a	992	5	0	0	0.00	0.00	0.00	0.00	0.00	47073.00	0.00	0.00		47073	0.00	0.00	-22183.00	-22183.00	0	24890
	b	992	7	0	0	0.00	0.00	0.00	0.00	0.00	26910.00	0.00	0.00		26910	0.00	0.00	-12100.00	-12100.00	0	14810
BV				57365	67	0	0	0	0	0	30000	0	0	0	30000	-19137	0	0	-19137	0	68228
	aa	992	1	0	0	0.00	0.00	0.00	0.00	0.00	30000.00	0.00	0.00		30000	1000.00	0.00	0.00	1000.00	0	31000
	ab	992	1	57365	67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0	-20137.00	0.00	0.00	-20137.00	0	37228
BX				8000	9	-800	0	-800	1600	0	0	0	0	0	1600	0	0	0	0	-11	8800
	a	1003	43	4000	5	-400.00	0.00	-400.00	800.00	0.00	0.00	0.00	0.00		800	0.00	0.00	0.00	0.00	-5	4400
	b	1003	44	4000	5	-400.00	0.00	-400.00	800.00	0.00	0.00	0.00	0.00		800	0.00	0.00	0.00	0.00	-5	4400
BY				300	0	-600	0	-600	1200	0	0	0	0	0	1200	0	0	0	0	-8	900
	a	1040	46	150	0	-300.60	0.00	-300.60	601.20	0.00	0.00	0.00	0.00		601	0.00	0.00	0.00	0.00	-4	451
	b	1040	47	150	0	-299.40	0.00	-299.40	598.80	0.00	0.00	0.00	0.00		599	0.00	0.00	0.00	0.00	-4	449
BZ				-1715	-2	-490	0	-490	980	0	0	0	0	0	980	0	0	0	0	-7	-1225
	a	949	7	-858	-1	-245.00	0.00	-245.00	490.00	0.00	0.00	0.00	0.00		490	0.00	0.00	0.00	0.00	-3	-613
	b	949	8	-858	-1	-245.00	0.00	-245.00	490.00	0.00	0.00	0.00	0.00		490	0.00	0.00	0.00	0.00	-3	-613

Appendix 2

Transportation Planning Factors and Travel Demand Forecast

Philip Habib & Associates
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DRAFT

TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **March 21, 2019**

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

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

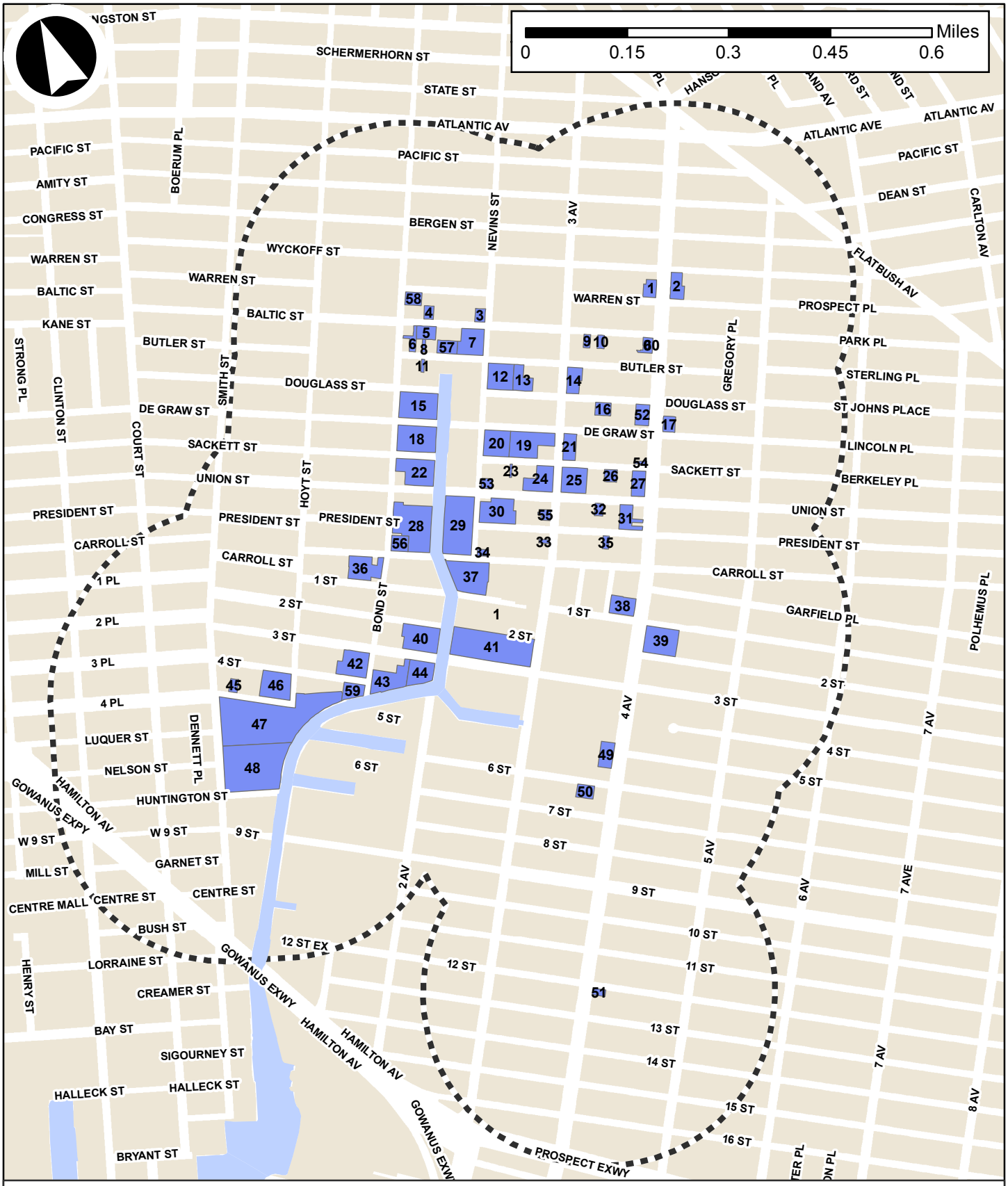
This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian and parking conditions for the *Gowanus Rezoning Proposal EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are 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 80 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**).

Projected Development Sites



Legend

10 Projected Development Sites

1/4-mile Radius

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 within the 15-year analysis period for the Proposed Actions (i.e., 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 60 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 2014 *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 Department of Transportation (DOT), and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

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

Land Use	No Action Condition	With Action Condition	Net Increment
Residential			
Residential	815 DU	9,028 DU	8,213 DU
Commercial			
Office	412,670 sf	842,039 sf	429,369 sf
Innovation Economy	0 sf	177,191 sf	177,191 sf
Local Retail	262,709 sf	559,051 sf	296,342 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	54,643 sf[2]	0 sf	(54,643 sf)
Hotel	54,870 sf 133 rooms	54,870 sf 133 rooms	0 sf 0 rooms
Total Commercial	***898,412 sf***	***1,759,416 sf***	***861,004 sf***
Industrial			
Light Industrial	144,918 sf	88,978 sf	(55,940 sf)
Warehouse	269,343 sf[3]	24,380 sf	(244,963 sf)
Total Industrial	**414,261 sf**	***113,358 sf***	***(300,903 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
Community Center	27,941 sf	226,718 sf	198,777 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	2,189 spaces	1,878 spaces	(311 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)	(2)	(4)	(5)		(8)		(10)		(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%		15.0%	17.0%	10.0%		21.0%	14.0%	85.0%	
Taxi	0.0%	4.9%	1.0%	0.4%		9.0%	10.0%	15.0%		3.0%	5.0%	5.0%	
Subway/Railroad	3.0%	32.1%	7.0%	74.8%		27.0%	16.0%	28.5%		14.0%	8.0%	1.0%	
Bus	2.0%	12.7%	7.0%	2.1%		12.0%	20.0%	2.0%		4.0%	6.0%	1.0%	
Walk/Other	84.0%	21.6%	83.0%	11.9%		37.0%	37.0%	44.5%		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	
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		Community Center		Waterfront Park		
Trip Generation:	(13)		(3)		(15)		(17)		(1)		(1)		(1)
Weekday	18.0		14.7		1.90		See note (17)		44.7		44.0		139.0
Saturday	3.9		2.2		0.20		39.0		26.1		62.0		196.0
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per acre		per acre
Temporal Distribution:	(13)		(3)		(15)		(17)		(1)		(1)		(1)
AM	12.0%		13.2%		6.0%		11.0%		4.0%		3.0%		3.0%
MD	15.0%		11.0%		8.0%		13.0%		9.0%		5.0%		5.0%
PM	14.0%		14.2%		5.0%		9.0%		5.0%		6.0%		6.0%
SAT	17.0%		10.7%		11.0%		17.0%		9.0%		6.0%		6.0%
Modal Splits:	(13)		(14)	(4)	(14)		(17)		(18)		(19)		(19)
	AM/PM/SAT	MD	AM/PM/SAT	MD	All Periods		All Periods		All Periods		All Periods		All Periods
Auto	28.7%	2.0%	40.9%	2.0%	40.9%		24.0%		5.0%		20.0%		20.0%
Taxi	4.9%	1.0%	0.8%	1.0%	0.8%		6.0%		1.0%		1.0%		1.0%
Subway/Railroad	32.1%	7.0%	34.4%	7.0%	34.4%		59.0%		3.0%		12.0%		12.0%
Bus	12.7%	7.0%	10.6%	7.0%	10.6%		9.0%		6.0%		11.0%		11.0%
Walk/Other	21.6%	83.0%	13.3%	83.0%	13.3%		2.0%		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%
In/Out Splits:	(13)		(3)		(15)		(17)		(18)		(19,20)		(19,20)
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	94.0%	6%	88%	12%	65%	35%	62%	38%	61%	39%	55%	45%	55%	45%
MD	39.0%	61%	50%	50%	50%	50%	47%	53%	55%	45%	50%	50%	50%	50%
PM	5.0%	95%	12%	88%	24%	76%	35%	65%	29%	71%	45%	55%	45%	55%
SAT	60.0%	40%	47%	53%	64%	36%	49%	51%	49%	51%	50%	50%	50%	50%
Vehicle Occupancy:	(13)		(3)		(15)		(17)		(18)		(19)		(19)	
Auto	1.26		1.20		1.30		1.50		1.65		2.90		2.90	
Taxi	1.26		1.20		1.30		1.50		1.40		3.00		3.00	
Truck Trip Generation:	(13)		(3)		(15)		(3)		(18)		(19,20)		(19,20)	
Weekday	0.32		0.67		0.35		0.29		0.29		0.01		0.01	
Saturday	0.01		0.67		0.03		0.29		0.29		0.01		0.01	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Truck Temporal Distribution:	(13)		(3)		(16)		(3)		(18)		(19,20)		(19,20)	
AM	10.0%		12.0%		14.0%		3.0%		9.6%		6.0%		6.0%	
MD	11.0%		9.0%		9.0%		11.0%		11.0%		6.0%		6.0%	
PM	2.0%		2.0%		1.0%		1.0%		1.0%		1.0%		1.0%	
SAT	11.0%		9.0%		9.0%		0.0%		0.0%		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%	50%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Table 2 (continued)
Transportation Planning Factors

Notes:

(1) Based on data from the 2014 *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 (2006-2010) 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 *ITE Trip Generation Manual, 10th Edition,* Land Use Code 150 (Warehousing).
(16) Based on data from the 2018 *Jerome Avenue Rezoning FEIS*.
(17) Based on NYCDOT medical office trip generation and mode choice data. Weekday daily trip estimate based on following equation: 147.77 + 66.626 x gross SF (in thousands).
(18) Based on data from the 2007 *Jamaica Plan Rezoning FGEIS*.
(19) Based on data from the 2005 *Brooklyn Bridge Park FEIS*.
(20) Assumes Saturday person in/out splits; and truck trip generation rates and temporal distributions are similar to does applied to the weekday midday.

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 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). To reflect the large scale of the affected area, it was assumed for the purposes of the travel demand forecast that 70 percent of all local retail trips would be linked trips, consistent with the 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 2015 *Astoria Cove Development FEIS*. A 25 percent linked-trip credit was assumed for the supermarket use.

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 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 and community center. 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* and the 2007 *Jamaica Plan Rezoning FGEIS.*

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). Trip rates, temporal and directional distributions, and vehicle occupancy for the warehouse uses were based on data from *ITE Trip Generation Handbook, 10th Edition,* while modal splits were assumed to be similar to

those for light industrial uses. Truck trip factors were based on data from *ITE Trip Generation Handbook, 10th Edition* and the 2018 *Jerome Avenue Rezoning FEIS.*

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 9,582 person trips in the weekday AM peak hour, 10,464 in the weekday midday, 12,314 in the weekday PM peak hour and 10,350 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 1,260, 725, 1,479 and 872 (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 5,722, 3,174, 6,415 and 5,331 during these periods, respectively, while transit bus trips would increase by approximately 358, 304, 406 and 138, respectively. Lastly, walk-only trips would increase by 2,163, 5,942, 3,748 and 3,649 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] Overall, Site 47 would generate the greatest number of new vehicle trips in all peak hours, with up to 192 incremental trips per hour. The next highest number of trips would be generated by Site 46 with up to 165 trips per hour, followed by Site 48 with up to 134 trips per hour. Under the RWCDS, there would be net decreases in vehicle trips during one or more peak hours at approximately 18 sites, primarily due to the reduction in destination retail, light industrial and auto repair uses on these sites compared to the No Action condition.

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

Table 3
RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office (Employees)		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair	
Size/Units:	296,342 gsf		501,083 gsf		8,213 DU		-90,376 gsf		61,721 gsf		41,400 gsf		-54,643 gsf	
Peak Hour Trips:														
AM	556		1,094		6,668		-212		340		368		-144	
Midday	3,472		1,360		3,334		-636		1,090		440		-120	
PM	1,834		1,270		7,316		-636		946		728		-154	
Saturday	2,148		344		6,330		-920		928		864		-118	
Person Trips:														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	31	31	296	16	174	547	-19	-13	20	19	44	32	-82	-46
Taxi	0	0	52	1	3	16	-11	-7	25	25	6	4	-4	-2
Subway	4	4	331	20	1,205	3,797	-34	-22	50	50	30	22	0	0
Bus	3	3	133	7	31	102	-15	-10	1	1	8	6	0	0
Walk/Other	240	240	223	15	189	604	-50	-31	75	74	125	91	-7	-3
Total	278	278	1,035	59	1,602	5,066	-129	-83	171	169	213	155	-93	-51
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	191	191	9	16	180	180	-53	-43	54	54	42	50	-52	-52
Taxi	0	0	2	6	3	3	-32	-25	82	82	6	8	-3	-3
Subway	55	55	41	57	1,258	1,258	-95	-77	157	157	28	32	0	0
Bus	35	35	41	58	32	32	-42	-35	12	12	8	10	0	0
Walk/Other	1,455	1,455	438	692	194	194	-128	-106	240	240	118	138	-5	-5
Total	1,736	1,736	531	829	1,667	1,667	-350	-286	545	545	202	238	-60	-60
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	101	101	16	350	481	313	-45	-50	64	31	72	80	-69	-69
Taxi	0	0	1	59	14	5	-27	-31	95	46	10	12	-3	-3
Subway	31	31	19	391	3,345	2,142	-81	-91	181	88	48	54	0	0
Bus	15	15	7	151	92	57	-36	-40	12	8	14	14	0	0
Walk/Other	770	770	16	260	527	340	-110	-125	281	140	198	226	-5	-5
Total	917	917	59	1,211	4,459	2,857	-299	-337	633	313	342	386	-77	-77
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	130	102	61	43	308	375	-86	-70	46	46	87	83	-52	-52
Taxi	0	0	9	3	5	9	-50	-42	68	68	16	16	-3	-3
Subway	35	32	64	43	2,143	2,618	-81	-66	132	132	56	53	0	0
Bus	22	15	25	17	57	68	-101	-82	10	10	20	20	0	0
Walk/Other	998	814	45	34	337	410	-189	-153	208	208	261	252	-4	-4
Total	1,185	963	204	140	2,850	3,480	-507	-413	464	464	440	424	-59	-59
Vehicle Trips :														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	23	23	235	15	158	491	-10	-7	8	8	28	20	-62	-37
Taxi	0	0	43	1	3	16	-6	-4	11	11	4	4	-4	-2
Taxi (Balanced)	0	0	44	44	19	19	-10	-10	22	22	8	8	-6	-6
Truck	0	0	7	7	28	28	-1	-1	0	0	0	0	-3	-3
Total	23	23	286	66	205	538	-21	-18	30	30	36	28	-71	-46
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	102	102	9	15	118	118	-27	-22	24	24	28	32	-41	-41
Taxi	0	0	2	6	3	3	-17	-13	33	33	4	4	-3	-3
Taxi (Balanced)	0	0	8	8	6	6	-30	-30	66	66	8	8	-6	-6
Truck	3	3	7	7	18	18	-1	-1	8	8	0	0	-1	-1
Total	105	105	24	30	142	142	-58	-53	98	98	36	40	-48	-48
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	57	57	15	277	431	282	-23	-25	30	12	46	50	-54	-54
Taxi	0	0	1	45	14	5	-14	-16	42	20	6	8	-3	-3
Taxi (Balanced)	0	0	46	46	19	19	-30	-30	62	62	14	14	-6	-6
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total	57	57	61	323	451	302	-53	-55	92	74	60	64	-60	-60
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	71	58	48	36	199	242	-32	-26	20	20	46	44	-41	-41
Taxi	0	0	9	3	5	8	-18	-15	30	30	9	9	-3	-3
Taxi (Balanced)	0	0	12	12	13	13	-33	-33	60	60	18	18	-6	-6
Truck	0	0	0	0	3	3	0	0	0	0	0	0	0	0
Total	71	58	60	48	215	258	-65	-59	80	80	64	62	-47	-47

Table 3 (continued)
RWCDS Travel Demand Forecast

Land Use:	Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	177,191 gsf		-55,940 gsf		-244,963 gsf		27,644 gsf		198,777 gsf		0.75 gsf 32,670 acres		0.75 gsf 32,670 acres			
Peak Hour Trips:																
AM	390		-108		-30		300		354		2		4		9,582	
Midday	484		-88		-38		356		802		2		6		10,464	
PM	454		-120		-28		250		446		2		6		12,314	
Saturday	130		-12		-10		184		468		4		10		10,350	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	107	4	-43	-5	-9	-5	44	27	12	8	0	0	0	0	575	615
Taxi	18	0	-1	0	0	0	12	8	3	1	0	0	0	0	103	46
Subway	120	5	-34	-3	-7	-4	109	67	8	4	0	0	0	0	1,782	3,940
Bus	51	2	-9	0	-3	0	18	8	12	9	0	0	0	0	230	128
Walk/Other	80	3	-12	-1	-2	0	4	3	183	114	1	1	2	2	1,051	1,112
Total	376	14	-99	-9	-21	-9	187	113	218	136	1	1	2	2	3,741	5,841
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	4	-1	-1	-6	-6	39	45	22	17	0	0	1	1	428	456
Taxi	0	1	0	0	0	0	9	12	5	4	0	0	0	0	72	88
Subway	12	22	-2	-2	-8	-8	97	111	14	12	0	0	0	0	1,557	1,617
Bus	12	22	-3	-3	-2	-2	17	18	26	21	0	0	0	0	136	168
Walk/Other	163	246	-38	-38	-3	-3	3	5	374	307	1	1	2	2	2,814	3,128
Total	189	295	-44	-44	-19	-19	165	191	441	361	1	1	3	3	5,007	5,457
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	124	-7	-43	-2	-10	21	37	8	16	0	0	1	1	645	881
Taxi	0	22	0	-1	0	0	6	9	1	4	0	0	0	0	97	122
Subway	5	143	-4	-37	-2	-9	51	97	4	9	0	0	0	0	3,597	2,818
Bus	1	60	-1	-12	0	-2	8	17	8	18	0	0	0	0	120	286
Walk/Other	3	92	-1	-14	0	-3	1	3	112	266	1	1	2	2	1,795	1,953
Total	13	441	-13	-107	-4	-24	87	163	133	313	1	1	3	3	6,254	6,060
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	26	14	-4	-2	-5	-3	23	22	13	13	0	0	1	1	548	572
Taxi	2	0	0	0	0	0	4	4	3	3	0	0	0	0	54	58
Subway	27	19	-2	0	-2	0	55	55	8	8	0	0	1	1	2,436	2,895
Bus	6	5	-1	-1	0	0	8	10	14	14	0	0	1	1	61	77
Walk/Other	19	12	-1	-1	0	0	1	2	194	198	2	2	2	2	1,873	1,776
Total	80	50	-8	-4	-7	-3	91	93	232	236	2	2	5	5	4,972	5,378
Vehicle Trips :																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	85	4	-35	-4	-8	-5	27	17	8	4	0	0	0	0	457	529
Taxi	16	0	-1	0	0	0	8	5	3	1	0	0	0	0	77	32
Taxi (Balanced)	16	16	-1	-1	0	0	13	13	4	4	0	0	0	0	109	109
Truck	1	1	-1	-1	-7	-7	0	0	4	4	0	0	0	0	28	28
Total	102	21	-37	-6	-15	-12	40	30	16	12	0	0	0	0	594	666
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	4	-1	-1	-6	-6	26	28	13	9	0	0	0	0	247	262
Taxi	0	1	0	0	0	0	6	7	4	3	0	0	0	0	32	41
Taxi (Balanced)	1	1	0	0	0	0	13	13	7	7	0	0	0	0	73	73
Truck	1	1	-1	-1	-4	-4	1	1	4	4	0	0	0	0	35	35
Total	4	6	-2	-2	-10	-10	40	42	24	20	0	0	0	0	355	370
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	98	-6	-37	-2	-10	13	26	4	8	0	0	0	0	515	684
Taxi	0	20	0	-1	0	0	5	6	1	3	0	0	0	0	52	87
Taxi (Balanced)	20	20	-1	-1	0	0	11	11	4	4	0	0	0	0	139	139
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	24	118	-7	-38	-2	-10	24	37	8	12	0	0	0	0	655	824
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	24	13	-4	-2	-5	-3	15	16	8	8	0	0	0	0	349	365
Taxi	2	0	0	0	0	0	3	2	3	3	0	0	0	0	40	37
Taxi (Balanced)	2	2	0	0	0	0	5	5	6	6	0	0	0	0	77	77
Truck	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	2	2
Total	26	15	-5	-3	-5	-3	20	21	14	14	0	0	0	0	428	444

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant

Table 4
Net Incremental Vehicle Trips by Projected Development Site

	Weekday Peak Hour			Saturday
	AM	MD	PM	Peak Hour
Site 1	-2	8	13	10
Site 2	17	16	17	12
Site 3	7	8	6	7
Site 4	14	15	13	12
Site 5	14	20	14	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	33	24	44	31
Site 13	10	-2	10	6
Site 14	10	8	13	8
Site 15	25	25	28	26
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	-12	20	-2
Site 21	-4	8	0	7
Site 22	26	24	42	30
Site 23	5	0	6	2
Site 24	14	20	21	17
Site 25	34	27	48	28
Site 26	28	12	30	11
Site 27	27	37	43	40
Site 28	81	22	85	44
Site 29	105	48	102	48
Site 30	-183	-172	-145	-111

	Weekday Peak Hour			Saturday
	AM	MD	PM	Peak Hour
Site 31	-38	-38	-26	-25
Site 32	2	4	1	3
Site 33	0	2	2	2
Site 34	-3	2	-1	3
Site 35	6	4	9	4
Site 36	6	2	7	4
Site 37	61	41	77	49
Site 38	-6	-4	-5	-6
Site 39	81	102	73	74
Site 40	35	23	47	28
Site 41	180	79	129	63
Site 42	80	17	86	22
Site 43	6	25	16	17
Site 44	26	12	28	14
Site 45	1	0	2	2
Site 46	165	109	154	93
Site 47	166	108	192	114
Site 48	134	86	131	110
Site 49	-19	-12	-16	-11
Site 50	-52	-80	-41	-56
Site 51	4	4	6	4
Site 52	30	27	47	42
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	-1	-4	0	0
Site 58	8	-2	9	4
Site 59	22	2	25	6
Site 60	2	4	2	3
Total	**1,260**	**725**	**1,479**	**872**

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. The specific peak hours for analysis will be identified based on automatic traffic recorder (ATR) counts that will be conducted as part of the traffic study for the *Gowanus Neighborhood Rezoning EIS*.

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 existing pedestrian volumes in the vicinity of the Project Area as reflected in recent counts conducted for other nearby development projects, the weekday 7:45-8:45 AM, 12:30-1:30 PM (midday) and 5-6 PM peak hours have been tentatively selected for analysis. These peak hours will be confirmed based on counts that will be conducted as part of the pedestrian analyses for the *Gowanus Neighborhood Rezoning EIS*. 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 will reflect 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 2013-2017 ACS journey-to-work data, while the origins/destinations of office, medical office (staff) and industrial uses

are based on 2006-2010 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, medical office (patient) 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 use 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 will first be 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 will be 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 will be assigned primarily to the Through Truck Routes along Atlantic Avenue 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	16%	18%	19%	6%	16%	0%	11%	3%	10%	1%
Office/Industrial[1]	6%	38%	12%	1%	3%	3%	15%	7%	12%	3%
Local Retail/Community Uses[2]	34%	10%	37%	19%	---	---	---	---	---	---
Destination Retail	34%	30%	29%	7%	---	---	---	---	---	---

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

As discussed above, projected development associated with the Proposed Actions would result in a net incremental increase of 1,260 vehicle trips during the weekday AM peak hour, 725 during the midday peak hour, 1,479 during the PM peak hour and 872 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 will be prepared to help identify individual intersections that would potentially be identified for further traffic analysis.

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

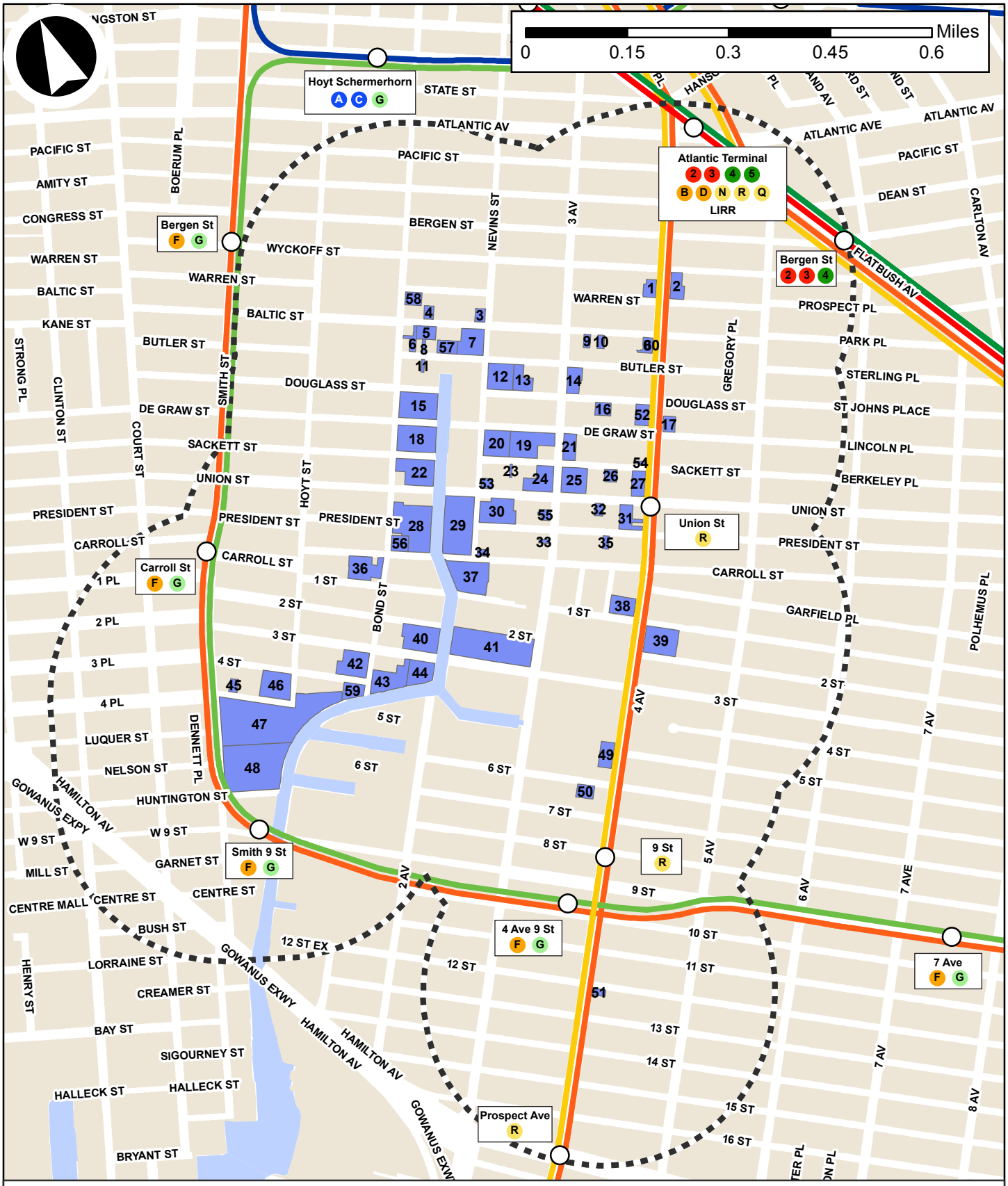
There are a total of seven NYCT subway stations or station complexes in proximity to projected development sites that are expected to experience new demand as a result of the Proposed Actions. These stations are shown in **Figure 2** and **Table 6**, along with the subway routes serving each facility. As shown in **Figure 2**, 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).

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:	3,741	5,841	9,582	6,254	6,060	12,314
Peak Hour Project-Generated Subway Trips:	1,782	3,940	5,722	3,597	2,818	6,415
Subway Station Summary						
Atlantic Avenue-Barclays Center (2/3/4/5/B/D/N/Q/R)	14	47	61	48	25	73
Bergen Street (2/3/4)	11	26	37	30	16	46
Union Street (R)	484	1,521	2,005	1,429	925	2,354
4th Avenue-9th Street (F/G/R)	(54)	42	(12)	48	(10)	38
Bergen Street (F/G)	99	211	310	186	144	330
Carroll Street (F/G)	939	1,446	2,385	1,273	1,279	2,552
Smith-9th Streets (F/G)	289	647	936	583	439	1,022
Total	**1,782**	**3,940**	**5,722**	**3,597**	**2,818**	**6,415**

Project Area Subway Stations



Legend

10 Projected Development Sites

1/4-mile Radius

Subway Assignment and Analyzed Stations

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 5,722 and 6,415 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 and existing ridership patterns. **Table 6** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations 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 2,385 incremental trips (in + out combined) in the AM peak hour and 2,552 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 2,005 incremental trips in the AM peak hour and 2,354 in the PM.

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

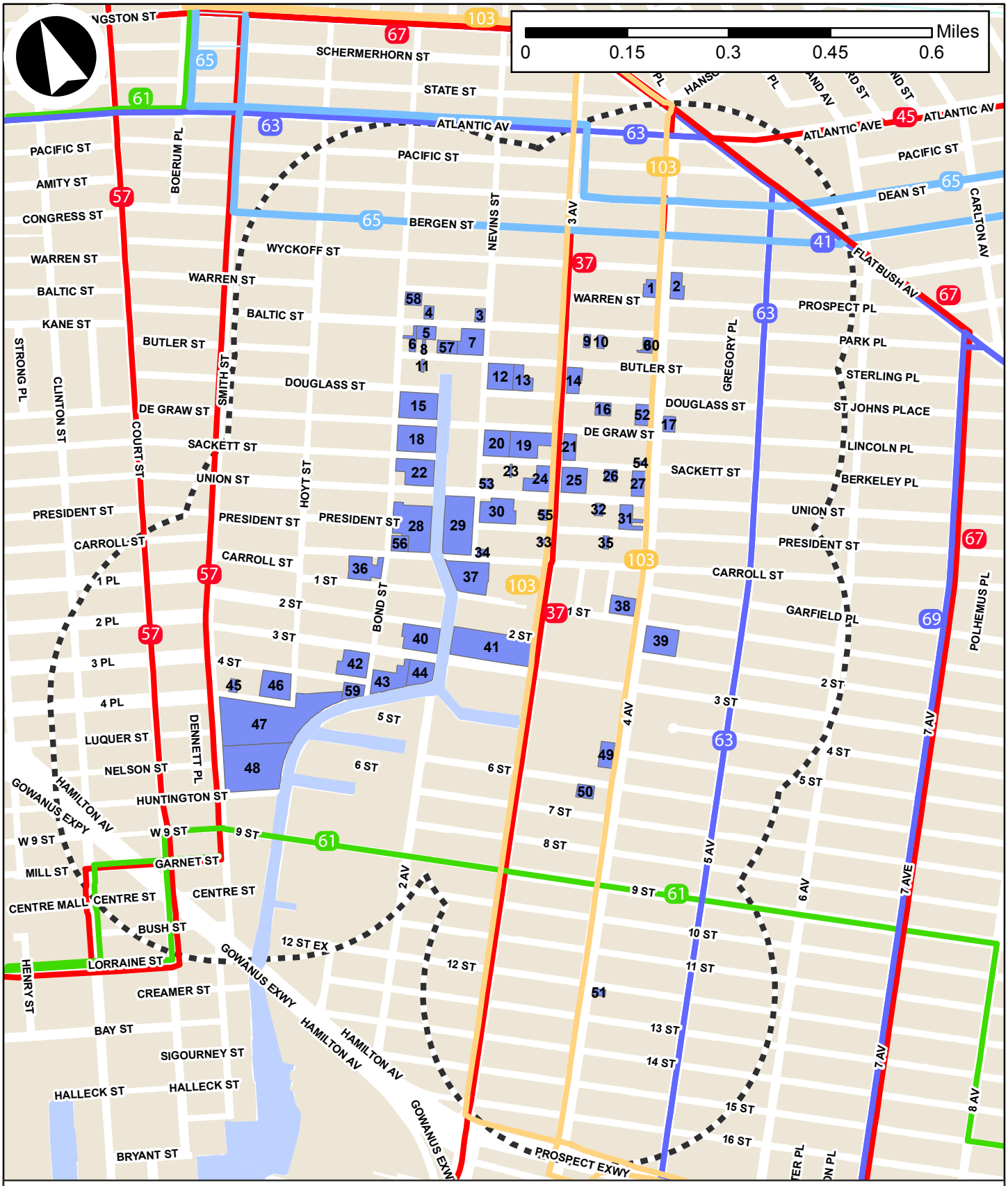
As discussed above, the Project Area is served by a total of eleven NYCT subway routes, including the 2, 3, 4, 5, B, D, F, G, N, Q and R. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions 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 3**, 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.

Project Area Bus Routes



Legend

10 Projected Development Sites

1/4-mile Radius

These include both local and limited stop (LTD) service on the B41 route, and the limited stop service on the B103 operated by MTA Bus Company. These services and the principal corridors on which they operate in proximity to the Project Area are listed in **Table 7**.

Table 7

Bus Routes Serving the Project Area

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

Bus Assignment and Analyzed Routes

As shown in **Table 3**, projected development sites are expected to generate a net total of approximately 358 and 406 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 impacts. As shown in **Table 8**, only two local bus routes are expected to experience 50 or more new trips in at least one peak hour and will therefore be analyzed in the EIS – the B57 and B61 routes operated by NYCT.

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	18	31	6	39	45
	SB	30	8	38	16	17	33
B41	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
B41 LTD	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
B45	EB	0	0	0	0	0	0
	WB	0	0	0	0	0	0
B57	EB	15	31	46	7	74	**81**
	WB	62	7	**69**	28	19	47
B61	NB	9	20	29	6	44	**50**
	SB	38	5	43	18	11	29
B63	NB	5	5	10	5	11	16
	SB	7	3	10	7	7	14
B65	EB	5	2	7	3	4	7
	WB	3	3	6	2	5	7
B67	NB	0	0	0	0	0	0
	SB	0	0	0	0	0	0
B103 LTD	EB	13	18	31	6	38	44
	WB	30	8	38	16	17	33
Total		230	128	358	120	286	406

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 2,163 walk-only trips in the weekday AM peak hour, 5,942 in the midday peak hour, 3,748 in the PM peak hour, and 3,649 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 6,080, 3,478, 6,821 and 5,469 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.

The analysis of pedestrian conditions will focus on representative pedestrian elements where new trips generated by projected developments are expected to be most concentrated. It is expected that these elements—sidewalks, corner areas and crosswalks—will be primarily located in the vicinity of major projected development sites and corridors connecting these sites to area subway station entrances and bus routes.

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
NEW YORK, NEW YORK 10119

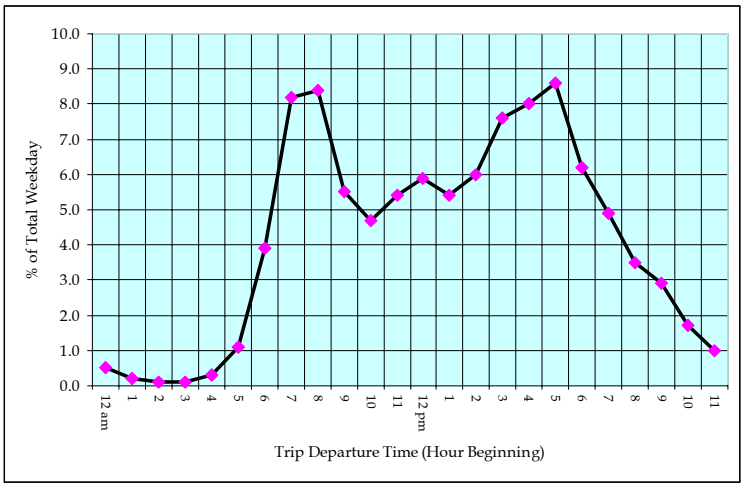
TASK SUPPORT: NUSTATS INTERNATIONAL
3006 Bee Caves Road, Suite A-300
Austin, TX 78746

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

Focus on Auto Trips

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

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

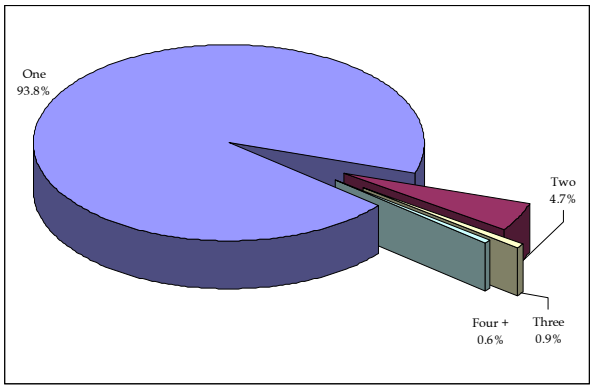


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the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

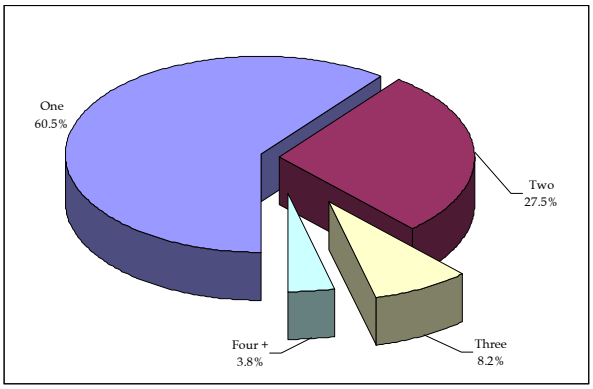
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing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

Distribution of Auto Trips – by Number of Occupants

Work Trips



Other (non-Work) Trips



APPENDIX B

DETAILED TRIP GENERATION TABLES

FOR PROJECTED DEVELOPMENT SITES

Site 1

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,339 gsf		0 gsf		47 DU		0 gsf		5,750 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-4,545 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	6		0		38		0		32		0		0		0		0		0		-50		0		0		0		26	
Midday	40		0		20		0		102		0		0		0		0		0		-58		0		0		0		104	
PM	22		0		42		0		88		0		0		0		0		0		-40		0		0		0		112	
Saturday	24		0		36		0		86		0		0		0		0		0		-30		0		0		0		116	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-7	-5	0	0	0	0	0	0	-4	0
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-2	-1	0	0	0	0	0	0	0	1
Subway	0	0	0	0	7	22	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-18	-11	0	0	0	0	0	0	-6	16
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2	0	0	0	0	0	0	-3	-1
Walk/Other	3	3	0	0	1	3	0	0	7	7	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	10	13
Total	3	3	0	0	9	29	0	0	16	16	0	0	0	0	0	0	0	0	0	0	-31	-19	0	0	0	0	0	0	-3	29
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	6	6
Subway	1	1	0	0	8	8	0	0	15	15	0	0	0	0	0	0	0	0	0	0	-16	-17	0	0	0	0	0	0	8	7
Bus	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-2	-3	0	0	0	0	0	0	-1	-2
Walk/Other	17	17	0	0	1	1	0	0	22	22	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	39	39
Total	20	20	0	0	10	10	0	0	51	51	0	0	0	0	0	0	0	0	0	0	-28	-30	0	0	0	0	0	0	53	51
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	6	3	0	0	0	0	0	0	0	0	0	0	-3	-6	0	0	0	0	0	0	7	0
Taxi	0	0	0	0	0	0	0	0	9	4	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	8	2
Subway	0	0	0	0	19	12	0	0	17	8	0	0	0	0	0	0	0	0	0	0	-8	-16	0	0	0	0	0	0	28	4
Bus	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-2	0	0	0	0	0	0	1	-1
Walk/Other	10	10	0	0	3	2	0	0	26	13	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	39	24
Total	11	11	0	0	26	16	0	0	59	29	0	0	0	0	0	0	0	0	0	0	-13	-27	0	0	0	0	0	0	83	29
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	5	5
Subway	0	0	0	0	12	16	0	0	12	12	0	0	0	0	0	0	0	0	0	0	-9	-9	0	0	0	0	0	0	15	19
Bus	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0
Walk/Other	12	10	0	0	2	2	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	32
Total	13	11	0	0	16	20	0	0	43	43	0	0	0	0	0	0	0	0	0	0	-15	-15	0	0	0	0	0	0	57	59
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-5	-3	0	0	0	0	0	0	-3	1
Taxi	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	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	3	3	0	0	0	0	0	0	0	0	0	0	-7	-5	0	0	0	0	0	0	-3	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	0	0	1	1	0	0	9	9	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	3	1	0	0	0	0	0	0	0	0	0	0	-2	-4	0	0	0	0	0	0	5	0
Taxi	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	2	0	0	9	7	0	0	0	0	0	0	0	0	0	0	-4	-6	0	0	0	0	0	0	9	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	5	5

Notes:

70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		98	
Midday	0		0		22		0		0		0		0		0		0		0		64		0		0		0		86	
PM	0		0		48		0		0		0		0		0		0		0		44		0		0		0		92	
Saturday	0		0		42		0		0		0		0		0		0		0		34		0		0		0		76	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	1
Subway	0	0	0	0	8	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	12	0	0	0	0	0	0	28	37
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	4
Total	0	0	0	0	10	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	20	0	0	0	0	0	0	44	54
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Subway	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19	0	0	0	0	0	0	27	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
Total	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	33	0	0	0	0	0	0	42	44
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	7	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	2
Subway	0	0	0	0	23	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16	0	0	0	0	0	0	32	30
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	2	3
Walk/Other	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	3
Total	0	0	0	0	30	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	29	0	0	0	0	0	0	45	47
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Subway	0	0	0	0	15	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	25	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Total	0	0	0	0	19	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0	0	0	36	40
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	6	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	8	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	8	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	6	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7	0	0	0	0	0	0	8	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	6	6

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		42	
Midday	82		6		10		0		0		0		0		6		0		0		0		0		0		0		104	
PM	42		4		20		0		0		0		0		4		0		0		0		0		0		0		70	
Saturday	50		2		18		0		0		0		0		2		0		0		0		0		0		0		72	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	0	4	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	10
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	6	6	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	8
Total	7	7	4	0	6	14	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	34	34	2	4	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	40	42
Total	41	41	2	4	5	5	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	51	53
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	2	10	6	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	18	18	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	19	21
Total	21	21	0	4	12	8	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	33	37
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	1	0	7	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	8
Bus	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	23	19	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	20
Total	28	22	2	0	9	9	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41	31
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		68	
Midday	40		0		10		0		0		0		0		0		0		0		48		0		0		0		98	
PM	22		0		22		0		0		0		0		0		0		0		34		0		0		0		78	
Saturday	26		0		18		0		0		0		0		0		0		0		24		0		0		0		68	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	0	0	7	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	1
Subway	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	9	0	0	0	0	0	0	20	19
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	1
Walk/Other	3	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	5
Total	3	3	0	0	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	15	0	0	0	0	0	0	36	32
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	8	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	2
Subway	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	16	0	0	0	0	0	0	17	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Walk/Other	17	17	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	18	19
Total	20	20	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27	0	0	0	0	0	0	46	52
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Subway	0	0	0	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	14	0	0	0	0	0	0	18	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	2
Walk/Other	10	10	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11
Total	11	11	0	0	14	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	22	0	0	0	0	0	0	37	41
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	6	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Subway	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	14	14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Walk/Other	13	10	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	11
Total	15	11	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	36	32
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5	0	0	0	0	0	0	7	7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	5	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6	0	0	0	0	0	0	7	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	6	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	6	6

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		92	
Midday	60		0		20		0		0		0		0		0		-10		0		64		0		0		0		134	
PM	32		0		44		0		0		0		0		0		-12		0		44		0		0		0		108	
Saturday	38		0		38		0		0		0		0		0		-2		0		34		0		0		0		108	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-4	-1	0	0	8	5	0	0	0	0	0	0	6	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	1
Subway	0	0	0	0	7	23	0	0	0	0	0	0	0	0	0	0	-5	0	0	0	20	12	0	0	0	0	0	0	22	35
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	3	2	0	0	0	0	0	0	2	3
Walk/Other	4	4	0	0	1	4	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	1	0	0	0	0	0	0	0	5	8
Total	5	5	0	0	9	31	0	0	0	0	0	0	0	0	0	0	-11	-1	0	0	34	20	0	0	0	0	0	0	37	55
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Subway	1	1	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19	0	0	0	0	0	0	27	28
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4
Walk/Other	25	25	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	1	1	0	0	0	0	0	0	22	22
Total	30	30	0	0	10	10	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	31	33	0	0	0	0	0	0	66	68
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-1	-5	0	0	4	7	0	0	0	0	0	0	8	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	2
Subway	0	0	0	0	20	13	0	0	0	0	0	0	0	0	0	0	0	-4	0	0	9	16	0	0	0	0	0	0	29	25
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	1	3	0	0	0	0	0	0	2	2
Walk/Other	14	14	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	1	0	0	0	0	0	0	17	16
Total	16	16	0	0	27	17	0	0	0	0	0	0	0	0	0	0	-1	-11	0	0	15	29	0	0	0	0	0	0	57	51
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	4	4	0	0	0	0	0	0	7	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Subway	1	1	0	0	13	17	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	10	10	0	0	0	0	0	0	23	28
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Walk/Other	18	14	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	16
Total	21	17	0	0	17	21	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	17	17	0	0	0	0	0	0	53	55
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-3	-1	0	0	5	3	0	0	0	0	0	0	4	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	-3	-1	0	0	7	5	0	0	0	0	0	0	6	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	8	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	10	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	3	5	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	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	-1	-4	0	0	5	7	0	0	0	0	0	0	8	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	3	3	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	5	5	0	0	0	0	0	0	6	7

Notes:

70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 6

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 7

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		-4	
Midday	-26		-8		2		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		-16	
Saturday	-16		-2		6		0		0		0		0		0		0		0		0		0		0		0		-12	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-2	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	4
Bus	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Walk/Other	-2	-2	-1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-1
Total	-2	-2	-6	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-12	-12	-4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-16
Total	-13	-13	-4	-4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-16
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	-3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	-1
Bus	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
Walk/Other	-6	-6	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-8
Total	-7	-7	0	-8	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-13
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	-1	-1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-8	-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	-6
Total	-9	-7	-1	-1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-7	-5
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 9

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 10

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 11

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		284	
Midday	242		-8		92		-84		0		98		0		20		0		0		0		0		0		0		360	
PM	128		-6		202		-84		0		162		0		20		0		0		0		0		0		0		422	
Saturday	150		-2		174		-122		0		192		0		6		0		0		0		0		0		0		398	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	-2	0	5	15	-3	-2	0	0	10	7	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16	22
Taxi	0	0	0	0	0	1	-2	-1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	1	1	-2	0	33	103	-4	-3	0	0	7	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40	106
Bus	0	0	-1	0	1	3	-2	-1	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	16	16	-1	0	5	16	-6	-4	0	0	28	20	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	45	48
Total	19	19	-6	0	44	138	-17	-11	0	0	48	34	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	104	180
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	13	0	0	5	5	-7	-6	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	23
Taxi	0	0	0	0	0	0	-4	-3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-1
Subway	4	4	0	0	35	35	-12	-10	0	0	6	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	34	37
Bus	2	2	0	0	1	1	-6	-5	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	102	102	-4	-4	5	5	-17	-14	0	0	26	32	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	118	131
Total	121	121	-4	-4	46	46	-46	-38	0	0	44	54	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	169	191
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	-2	13	9	-6	-7	0	0	16	18	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	30	30
Taxi	0	0	0	0	0	0	-4	-4	0	0	2	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Subway	2	2	0	-2	92	59	-11	-12	0	0	11	12	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	94	66
Bus	1	1	0	-1	3	2	-5	-5	0	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	54	54	0	-1	15	9	-15	-15	0	0	44	50	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	98	101
Total	64	64	0	-6	123	79	-41	-43	0	0	76	86	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	222	200
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	7	0	0	8	10	-11	-9	0	0	14	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21	22
Taxi	0	0	0	0	0	0	-7	-5	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0
Subway	2	2	-1	-1	59	73	-11	-9	0	0	8	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	58	74
Bus	2	1	0	0	2	2	-13	-11	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2
Walk/Other	70	57	0	0	9	11	-26	-20	0	0	65	62	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	119	111
Total	83	67	-1	-1	78	96	-68	-54	0	0	98	94	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	193	205
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	0	4	13	-2	-1	0	0	6	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10	17
Taxi	0	0	0	0	0	1	-1	-1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	1	1	-2	-2	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	-2	0	6	15	-4	-3	0	0	8	6	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	13	20
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	0	3	3	-4	-3	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14
Taxi	0	0	0	0	0	0	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	0	0	0	0	0	0	-4	-4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	7	7	0	0	4	4	-8	-7	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	-2	12	8	-3	-4	0	0	10	11	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	23	21
Taxi	0	0	0	0	0	0	-2	-2	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Taxi (Balanced)	0	0	0	0	0	0	-4	-4	0	0	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	-2	12	8	-7	-8	0	0	13	14	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	23	21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	0	0	5	6	-4	-3	0	0	7	7	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14	15
Taxi	0	0	0	0	0	0	-3	-2	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	0	0	-5	-5	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	4	0	0	5	6	-9	-8	0	0	13	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	15	16

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 13

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-2,540 gsf		2,990 gsf		105 DU		0 gsf		0 gsf		0 gsf		0 gsf		2,990 gsf		0 gsf		-13,050 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	-6		6		86		0		0		0		0		6		0		-2		0		0		0		0		90	
Midday	-30		8		42		0		0		0		0		8		0		-2		0		0		0		0		26	
PM	-16		8		94		0		0		0		0		8		0		-2		0		0		0		0		92	
Saturday	-18		2		82		0		0		0		0		2		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	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	0	2	7	0	0	0	0	0	0	0	0	2	0	0	0	-2	0	0	0	0	0	0	0	0	0	4	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	2	0	16	50	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	20	50
Bus	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	-3	-3	1	0	2	8	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Total	-3	-3	6	0	20	66	0	0	0	0	0	0	0	0	6	0	0	0	-2	0	0	0	0	0	0	0	0	0	27	63
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-13	-13	4	4	2	2	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Total	-15	-15	4	4	21	21	0	0	0	0	0	0	0	0	4	4	0	0	-1	-1	0	0	0	0	0	0	0	0	13	13
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	3	6	4	0	0	0	0	0	0	0	0	0	3	0	0	0	-1	0	0	0	0	0	0	0	0	5	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	2	44	27	0	0	0	0	0	0	0	0	0	2	0	0	0	-1	0	0	0	0	0	0	0	0	44	30
Bus	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Walk/Other	-7	-7	0	2	7	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	-8	-8	0	8	58	36	0	0	0	0	0	0	0	0	0	8	0	0	0	-2	0	0	0	0	0	0	0	0	50	42
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	1	0	4	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	1	0	28	34	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30	34
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	-8	-8	0	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-3
Total	-9	-9	2	0	37	45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	32	36
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	0	2	6	0	0	0	0	0	0	0	0	2	0	0	0	-2	0	0	0	0	0	0	0	0	0	4	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	6	0	0	0	0	0	0	0	0	2	0	0	0	-2	0	0	0	0	0	0	0	0	0	4	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	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	-1	-1	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	-1	-1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	2	5	4	0	0	0	0	0	0	0	0	0	2	0	0	0	-1	0	0	0	0	0	0	0	0	4	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	2	5	4	0	0	0	0	0	0	0	0	0	2	0	0	0	-1	0	0	0	0	0	0	0	0	4	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	1	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	1	0	3	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 14

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

Notes:

70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 15

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	11,043 gsf		5,866 gsf		311 DU		0 gsf		0 gsf		0 gsf		0 gsf		5,866 gsf		-25,700 gsf		-22,834 gsf		0 gsf		46,000 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	20		14		252		0		0		0		0		14		-50		-4		0		82		0		0		328	
Midday	130		16		126		0		0		0		0		16		-42		-4		0		186		0		0		428	
PM	68		16		276		0		0		0		0		16		-54		-2		0		104		0		0		424	
Saturday	80		4		240		0		0		0		0		4		-6		-2		0		108		0		0		428	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	4	0	7	21	0	0	0	0	0	0	0	0	4	0	-18	-2	-1	-1	0	0	3	2	0	0	0	0	0	21
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1
Subway	0	0	4	0	45	143	0	0	0	0	0	0	0	0	4	0	-15	-2	-1	0	0	0	2	1	0	0	0	0	39	142
Bus	0	0	2	0	1	4	0	0	0	0	0	0	0	0	2	0	-5	-1	-1	0	0	0	3	2	0	0	0	0	2	5
Walk/Other	9	9	3	0	7	23	0	0	0	0	0	0	0	0	3	0	-6	-1	0	0	0	0	42	26	0	0	0	0	58	57
Total	10	10	14	0	60	192	0	0	0	0	0	0	0	0	14	0	-44	-6	-3	-1	0	0	51	31	0	0	0	0	102	226
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	5	4	0	0	0	0	18	17
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
Subway	2	2	0	1	48	48	0	0	0	0	0	0	0	0	0	1	-1	-1	-1	-1	0	0	3	3	0	0	0	0	51	53
Bus	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	1	-2	-2	0	0	0	0	6	5	0	0	0	0	6	7
Walk/Other	55	55	5	9	7	7	0	0	0	0	0	0	0	0	5	9	-18	-18	0	0	0	0	87	71	0	0	0	0	141	133
Total	65	65	5	11	63	63	0	0	0	0	0	0	0	0	5	11	-21	-21	-2	-2	0	0	102	84	0	0	0	0	217	211
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	4	18	12	0	0	0	0	0	0	0	0	0	4	-3	-19	0	-1	0	0	2	4	0	0	0	0	21	8
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Subway	1	1	0	6	125	81	0	0	0	0	0	0	0	0	0	5	-2	-17	0	-1	0	0	1	2	0	0	0	0	125	77
Bus	1	1	0	2	4	2	0	0	0	0	0	0	0	0	0	3	-1	-5	0	0	0	0	2	4	0	0	0	0	6	7
Walk/Other	28	28	0	3	20	13	0	0	0	0	0	0	0	0	0	3	-1	-6	0	0	0	0	26	62	0	0	0	0	73	103
Total	34	34	0	16	168	108	0	0	0	0	0	0	0	0	0	16	-7	-47	0	-2	0	0	31	73	0	0	0	0	226	198
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	1	0	12	14	0	0	0	0	0	0	0	0	1	0	-2	-2	-1	-1	0	0	3	3	0	0	0	0	19	18
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2
Subway	1	1	1	1	81	98	0	0	0	0	0	0	0	0	1	1	-1	-1	0	0	0	0	2	2	0	0	0	0	85	102
Bus	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	6	7
Walk/Other	37	30	1	0	13	16	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	44	46	0	0	0	0	96	92
Total	44	36	3	1	108	132	0	0	0	0	0	0	0	0	3	1	-3	-3	-1	-1	0	0	53	55	0	0	0	0	207	221
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	3	0	6	19	0	0	0	0	0	0	0	0	3	0	-15	-2	-1	-1	0	0	2	1	0	0	0	0	-1	18
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	1	1	0	0	0	0	0	0
Total	1	1	4	1	8	21	0	0	0	0	0	0	0	0	4	1	-16	-3	-2	-2	0	0	4	3	0	0	0	0	3	22
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	3	2	0	0	0	0	10	9
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	1	1	0	0	0	0	1	1
Total	4	4	0	0	5	5	0	0	0	0	0	0	0	0	0	0	-1	-1	-1	-1	0	0	6	5	0	0	0	0	13	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	3	16	11	0	0	0	0	0	0	0	0	0	3	-3	-16	0	-1	0	0	1	2	0	0	0	0	16	4
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	1	4	17	12	0	0	0	0	0	0	0	0	1	4	-3	-16	0	-1	0	0	2	3	0	0	0	0	20	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	0	8	9	0	0	0	0	0	0	0	0	1	0	-2	-2	-1	-1	0	0	2	2	0	0	0	0	12	10
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	3	2	1	0	9	10	0	0	0	0	0	0	0	0	1	0	-3	-3	-1	-1	0	0	4	4	0	0	0	0	14	12

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		198	
Midday	132		70		0		0		0		0		0		0		0		0		142		0		0		0		344	
PM	70		66		0		0		0		0		0		0		0		0		98		0		0		0		234	
Saturday	82		18		0		0		0		0		0		0		0		0		94		0		0		0		194	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	11	0	0	0	0	0	0	34	13
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	7	3
Subway	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	27	0	0	0	0	0	0	61	28
Bus	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	0	14	4
Walk/Other	10	10	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	22	12
Total	11	11	53	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	46	0	0	0	0	0	0	138	60
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	18	0	0	0	0	0	0	24	26
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	4	5
Subway	2	2	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	44	0	0	0	0	0	0	43	49
Bus	1	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	0	0	0	0	0	0	9	11
Walk/Other	56	56	23	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	80	93
Total	66	66	28	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	76	0	0	0	0	0	0	160	184
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15	0	0	0	0	0	0	13	37
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	2	7
Subway	1	1	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	38	0	0	0	0	0	0	22	59
Bus	1	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0	0	4	15
Walk/Other	29	29	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	31	44
Total	35	35	3	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	64	0	0	0	0	0	0	72	162
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	19	18
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	3
Subway	1	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	28	0	0	0	0	0	0	32	31
Bus	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	6	6
Walk/Other	38	31	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	41	34
Total	45	37	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	48	0	0	0	0	0	0	102	92
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	7	0	0	0	0	0	0	25	9
Taxi	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	5	2
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	12	0	0	0	0	0	0	32	16
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	16	17
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	18	0	0	0	0	0	0	22	23
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	0	0	8	26
Taxi	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	1	5
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	3	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	14	0	0	0	0	0	0	14	32
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	0	0	0	0	0	0	12	12
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3	2
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	17	17

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 17

Land Use: / Size/Units:	Local Retail 0 gsf		Office 0 gsf		Residential 26 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 2,479 gsf		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		22		0		0		0		0		0		0		0		34		0		0		0		56	
Midday	0		0		10		0		0		0		0		0		0		0		40		0		0		0		50	
PM	0		0		24		0		0		0		0		0		0		0		28		0		0		0		52	
Saturday	0		0		20		0		0		0		0		0		0		0		16		0		0		0		36	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	6	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Subway	0	0	0	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8	0	0	0	0	0	0	17	20
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	2	1
Walk/Other	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Total	0	0	0	0	6	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	13	0	0	0	0	0	0	27	29
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Subway	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13	0	0	0	0	0	0	14	16
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	21	0	0	0	0	0	0	24	26
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Subway	0	0	0	0	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11	0	0	0	0	0	0	17	18
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	2
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total	0	0	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	18	0	0	0	0	0	0	25	27
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	12	14
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	17	19
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	6	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	0	0	0	5	6
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	2

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		312	
Midday	202		24		120		0		0		0		0		24		0		0		0		0		0		0		370	
PM	106		22		264		0		0		0		0		22		0		0		0		0		0		0		414	
Saturday	124		6		228		0		0		0		0		6		0		0		0		0		0		0		364	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	6	0	6	20	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	19	22
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	7	0	43	136	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	56	136
Bus	0	0	2	0	1	4	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	14	14	4	0	7	22	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29	36
Total	16	16	20	0	57	183	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	112	200
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	1	1	46	46	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	51	51
Bus	2	2	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	85	85	8	12	7	7	0	0	0	0	0	0	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	108	116
Total	101	101	10	14	60	60	0	0	0	0	0	0	0	0	10	14	0	0	0	0	0	0	0	0	0	0	0	0	181	189
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	6	17	11	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	23	29
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	2	2	0	7	121	78	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	123	94
Bus	1	1	0	3	3	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	9
Walk/Other	44	44	0	5	19	12	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	63	66
Total	53	53	0	22	161	103	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	214	200
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	6	1	1	11	14	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	21	22
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	2	2	1	1	77	93	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	81	97
Bus	1	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	57	47	1	1	12	15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	71	64
Total	68	56	3	3	102	126	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	176	188
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	5	0	5	18	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15	19
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	6	1	7	20	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	19	23
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	6	6	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	5	15	10	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	18	23
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	1	6	16	11	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	21	26
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	1	1	7	9	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13	14
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	3	1	1	8	10	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14	15

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 19

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 20

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	6,900 gsf		6,900 gsf		226 DU		0 gsf		6,900 gsf		0 gsf		0 gsf		6,900 gsf		0 gsf		0 gsf		-20,525 gsf		-20,525 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	14		16		182		0		38		0		0		16		0		0		-166		-38		0		0		62	
Midday	82		20		92		0		122		0		0		20		0		0		-196		-84		0		0		56	
PM	42		18		202		0		106		0		0		18		0		0		-136		-46		0		0		204	
Saturday	50		6		174		0		104		0		0		6		0		0		-136		-48		0		0		156	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	4	0	5	15	0	0	2	2	0	0	0	0	4	0	0	0	0	0	-25	-15	-1	-1	0	0	0	0	-10	2
Taxi	0	0	1	0	0	1	0	0	3	3	0	0	0	0	1	0	0	0	0	0	-6	-4	0	0	0	0	0	0	-1	0
Subway	0	0	6	0	33	103	0	0	5	5	0	0	0	0	5	0	0	0	0	0	-61	-37	-1	0	0	0	0	0	-13	71
Bus	0	0	2	0	1	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	-9	-6	-1	-1	0	0	0	0	-4	-4
Walk/Other	6	6	3	0	5	16	0	0	9	9	0	0	0	0	3	0	0	0	0	0	-2	-1	-20	-13	0	0	0	0	4	17
Total	7	7	16	0	44	138	0	0	19	19	0	0	0	0	16	0	0	0	0	0	-103	-63	-23	-15	0	0	0	0	-24	86
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	5	5	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-22	-25	-2	-2	0	0	0	0	-8	-11
Taxi	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	3	3
Subway	1	1	1	1	35	35	0	0	17	17	0	0	0	0	1	1	0	0	0	0	-54	-62	-1	-1	0	0	0	0	0	-8
Bus	1	1	1	1	1	1	0	0	1	1	0	0	0	0	1	1	0	0	0	0	-8	-9	-3	-2	0	0	0	0	-6	-6
Walk/Other	34	34	6	10	5	5	0	0	28	28	0	0	0	0	6	10	0	0	0	0	-2	-2	-40	-33	0	0	0	0	37	52
Total	41	41	8	12	46	46	0	0	61	61	0	0	0	0	8	12	0	0	0	0	-92	-104	-46	-38	0	0	0	0	26	30
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	6	13	9	0	0	7	3	0	0	0	0	0	5	0	0	0	0	-11	-21	-1	-2	0	0	0	0	10	2
Taxi	0	0	0	1	0	0	0	0	11	5	0	0	0	0	0	1	0	0	0	0	-3	-5	0	0	0	0	0	0	8	2
Subway	1	1	0	5	92	59	0	0	20	10	0	0	0	0	0	5	0	0	0	0	-28	-53	0	-1	0	0	0	0	85	26
Bus	0	0	0	2	3	2	0	0	1	1	0	0	0	0	0	3	0	0	0	0	-4	-8	-1	-2	0	0	0	0	-1	-2
Walk/Other	18	18	0	4	15	9	0	0	32	16	0	0	0	0	0	4	0	0	0	0	-1	-2	-11	-28	0	0	0	0	53	21
Total	21	21	0	18	123	79	0	0	71	35	0	0	0	0	0	18	0	0	0	0	-47	-89	-13	-33	0	0	0	0	155	49
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	1	1	8	10	0	0	5	5	0	0	0	0	1	1	0	0	0	0	-16	-17	-1	-1	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	4	4
Subway	1	1	1	1	59	73	0	0	15	15	0	0	0	0	1	1	0	0	0	0	-39	-42	-1	-1	0	0	0	0	37	48
Bus	1	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-6	-6	-1	-1	0	0	0	0	-3	-4
Walk/Other	23	19	1	1	9	11	0	0	23	23	0	0	0	0	1	1	0	0	0	0	-1	-1	-20	-22	0	0	0	0	36	32
Total	28	22	3	3	78	96	0	0	52	52	0	0	0	0	3	3	0	0	0	0	-66	-70	-23	-25	0	0	0	0	75	81
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	3	0	4	13	0	0	1	1	0	0	0	0	3	0	0	0	0	0	-17	-10	-1	-1	0	0	0	0	-6	4
Taxi	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	-4	-3	0	0	0	0	0	0	-1	-1
Taxi (Balanced)	0	0	1	1	1	1	0	0	2	2	0	0	0	0	1	1	0	0	0	0	-7	-7	0	0	0	0	0	0	-2	-2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	4	1	6	15	0	0	3	3	0	0	0	0	4	1	0	0	0	0	-24	-17	-1	-1	0	0	0	0	-7	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-15	-17	-1	-1	0	0	0	0	-7	-9
Taxi	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	-4	-4	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	-8	-8	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	3	3	0	0	4	4	0	0	12	12	0	0	0	0	0	0	0	0	0	0	-23	-25	-1	-1	0	0	0	0	-5	-7
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	5	12	8	0	0	3	1	0	0	0	0	0	4	0	0	0	0	-7	-14	-1	-1	0	0	0	0	8	4
Taxi	0	0	0	1	0	0	0	0	5	2	0	0	0	0	0	1	0	0	0	0	-2	-3	0	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	7	7	0	0	0	0	1	1	0	0	0	0	-5	-5	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	6	12	8	0	0	10	8	0	0	0	0	1	5	0	0	0	0	-12	-19	-1	-1	0	0	0	0	12	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	1	1	5	6	0	0	2	2	0	0	0	0	1	1	0	0	0	0	-11	-11	-1	-1	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	1	1	5	6	0	0	8	8	0	0	0	0	1	1	0	0	0	0	-17	-17	-1	-1	0	0	0	0	-1	-1

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 21

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 22

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		-2,959 gsf		266 DU		0 gsf		6,044 gsf		0 gsf		0 gsf		4,533 gsf		2,867 gsf		-68,540 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	0		-6		216		0		34		0		0		10		6		-8		0		0		0		0		252	
Midday	0		-8		108		0		106		0		0		12		6		-10		0		0		0		0		214	
PM	0		-8		236		0		92		0		0		12		6		-8		0		0		0		0		330	
Saturday	0		-2		204		0		92		0		0		4		2		-2		0		0		0		0		298	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	6	18	0	0	2	2	0	0	0	0	3	0	2	0	-2	-1	0	0	0	0	0	0	0	0	9	19
Taxi	0	0	0	0	0	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Subway	0	0	-2	0	39	122	0	0	5	5	0	0	0	0	4	0	2	0	-2	-1	0	0	0	0	0	0	0	0	46	126
Bus	0	0	-1	0	1	3	0	0	0	0	0	0	0	0	1	0	1	0	-1	0	0	0	0	0	0	0	0	0	1	3
Walk/Other	0	0	-1	0	6	20	0	0	7	7	0	0	0	0	2	0	1	0	-1	0	0	0	0	0	0	0	0	0	14	27
Total	0	0	-6	0	52	164	0	0	17	17	0	0	0	0	10	0	6	0	-6	-2	0	0	0	0	0	0	0	0	73	179
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	6	6	0	0	5	5	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Subway	0	0	0	0	41	41	0	0	15	15	0	0	0	0	0	1	0	0	-2	-2	0	0	0	0	0	0	0	0	54	55
Bus	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	0	-1	-1	0	0	0	0	0	0	0	0	1	2
Walk/Other	0	0	-4	-4	6	6	0	0	24	24	0	0	0	0	4	6	3	3	-1	-1	0	0	0	0	0	0	0	0	32	34
Total	0	0	-4	-4	54	54	0	0	53	53	0	0	0	0	4	8	3	3	-5	-5	0	0	0	0	0	0	0	0	105	109
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-2	16	10	0	0	6	3	0	0	0	0	0	3	0	2	-1	-2	0	0	0	0	0	0	0	0	21	14
Taxi	0	0	0	0	1	0	0	0	9	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	10	6
Subway	0	0	0	-3	107	69	0	0	18	9	0	0	0	0	0	4	0	2	-1	-2	0	0	0	0	0	0	0	0	124	79
Bus	0	0	0	-1	3	2	0	0	1	1	0	0	0	0	0	2	0	1	0	-1	0	0	0	0	0	0	0	0	4	4
Walk/Other	0	0	0	-2	17	11	0	0	26	14	0	0	0	0	0	2	0	1	0	-1	0	0	0	0	0	0	0	0	43	25
Total	0	0	0	-8	144	92	0	0	60	32	0	0	0	0	0	12	0	6	-2	-6	0	0	0	0	0	0	0	0	202	128
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	10	12	0	0	5	5	0	0	0	0	1	0	1	1	-1	-1	0	0	0	0	0	0	0	0	15	17
Taxi	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Subway	0	0	-1	0	69	85	0	0	13	13	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	82	99
Bus	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	11	13	0	0	20	20	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32	33
Total	0	0	-2	0	92	112	0	0	46	46	0	0	0	0	3	1	1	1	-1	-1	0	0	0	0	0	0	0	0	139	159
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	0	5	16	0	0	1	1	0	0	0	0	2	0	2	0	-2	-1	0	0	0	0	0	0	0	0	6	16
Taxi	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	-2	0	7	18	0	0	3	3	0	0	0	0	2	0	2	0	-4	-3	0	0	0	0	0	0	0	0	8	18
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	4	0	0	2	2	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	5	0	0	9	9	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	12	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-2	14	9	0	0	3	1	0	0	0	0	0	2	0	2	-1	-2	0	0	0	0	0	0	0	0	16	10
Taxi	0	0	0	0	1	0	0	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Taxi (Balanced)	0	0	0	0	1	1	0	0	6	6	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	-2	15	10	0	0	9	7	0	0	0	0	1	3	0	2	-1	-2	0	0	0	0	0	0	0	0	24	18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-1	0	6	8	0	0	2	2	0	0	0	0	1	0	1	1	-1	-1	0	0	0	0	0	0	0	0	8	10
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-1	0	6	8	0	0	8	8	0	0	0	0	1	0	1	1	-1	-1	0	0	0	0	0	0	0	0	14	16

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 23

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

Notes:

70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 24

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	28,106 gsf		0 gsf		149 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-33,520 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	52		0		120		0		0		0		0		0		0		-4		0		0		0		0		168	
Midday	328		0		60		0		0		0		0		0		0		-6		0		0		0		0		382	
PM	174		0		132		0		0		0		0		0		0		-4		0		0		0		0		302	
Saturday	202		0		114		0		0		0		0		0		0		-2		0		0		0		0		314	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	10	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	5	12
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	22	68	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	22	68
Bus	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Walk/Other	21	21	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	32
Total	26	26	0	0	29	91	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	53	115
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	18	18	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	20	20
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	5	5	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	26	26
Bus	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	138	138	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	141	141
Total	164	164	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	191	191
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	0	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	19	14
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	0	0	59	39	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	62	41
Bus	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	72	72	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	82	77
Total	87	87	0	0	80	52	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	167	135
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	12	10	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	17	16
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	3	3	0	0	38	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	51
Bus	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	94	76	0	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	83
Total	111	91	0	0	51	63	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	161	153
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	4	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	4	10
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	9	9	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0
Total	10	10	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	10	10
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	13	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	13	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	5	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	9	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	6	5	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	9	8

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 25

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-10,403 gsf		21,557 gsf		131 DU		0 gsf		9,200 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	-20		48		106		0		50		0		0		0		0		0		0		0		0		0		184	
Midday	-122		58		54		0		162		0		0		0		0		0		0		0		0		0		152	
PM	-64		54		116		0		140		0		0		0		0		0		0		0		0		0		246	
Saturday	-76		14		102		0		138		0		0		0		0		0		0		0		0		0		178	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	13	1	3	9	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	12
Taxi	0	0	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Subway	0	0	14	1	19	59	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	67
Bus	0	0	6	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3
Walk/Other	-9	-9	10	1	3	10	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	12
Total	-10	-10	45	3	26	80	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	98
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-7	-7	0	1	3	3	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Taxi	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Subway	-2	-2	2	2	20	20	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	43
Bus	-1	-1	2	2	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	-51	-51	19	30	3	3	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	18
Total	-61	-61	23	35	27	27	0	0	81	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	82
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	1	15	8	5	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	21
Taxi	0	0	0	3	0	0	0	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	10
Subway	-1	-1	1	15	54	34	0	0	27	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	61
Bus	-1	-1	0	7	1	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
Walk/Other	-26	-26	1	11	8	5	0	0	41	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	11
Total	-32	-32	3	51	71	45	0	0	93	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	111
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-4	2	2	5	6	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	11
Taxi	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Subway	-1	-1	3	2	34	43	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	64
Bus	-1	-1	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	-34	-29	2	1	5	7	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	10
Total	-41	-35	8	6	45	57	0	0	69	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	97
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	10	1	3	8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	9
Taxi	0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi (Balanced)	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	12	3	3	8	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	0	1	2	2	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Taxi	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi (Balanced)	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	-4	-4	0	1	2	2	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	1	12	7	4	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	16
Taxi	0	0	0	2	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Taxi (Balanced)	0	0	2	2	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-2	-2	3	14	7	4	0	0	13	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	27
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-2	2	2	3	4	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7
Taxi	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi (Balanced)	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-3	-2	2	2	3	4	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	15

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		92	
Midday	102		94		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		142	
Saturday	64		24		0		0		0		0		0		0		0		0		0		0		0		0		88	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	2
Taxi	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Subway	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	1
Bus	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Walk/Other	7	7	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	8
Total	8	8	72	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	12
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	2	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6
Bus	1	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5
Walk/Other	42	42	30	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	89
Total	51	51	37	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	108
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27
Taxi	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Subway	1	1	1	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	28
Bus	1	1	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12
Walk/Other	22	22	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	40
Total	27	27	4	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	111
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	1	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Bus	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Walk/Other	29	24	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	26
Total	35	29	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	38
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	24
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 27

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		0 gsf		172 DU		11,730 gsf		5,750 gsf		0 gsf		-360 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	0		0		140		28		32		0		-2		0		0		0		0		0		0		0		198	
Midday	0		0		70		84		102		0		-2		0		0		0		0		0		0		0		254	
PM	0		0		154		84		88		0		-2		0		0		0		0		0		0		0		324	
Saturday	0		0		132		120		86		0		-2		0		0		0		0		0		0		0		336	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	11	3	2	2	2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	14
Taxi	0	0	0	0	0	0	2	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Subway	0	0	0	0	25	80	5	3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	88
Bus	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	4	13	5	4	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	24
Total	0	0	0	0	34	106	17	11	16	16	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	132
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	4	7	6	5	5	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	14
Taxi	0	0	0	0	0	0	4	3	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11
Subway	0	0	0	0	26	26	12	10	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	51
Bus	0	0	0	0	1	1	6	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7
Walk/Other	0	0	0	0	4	4	17	14	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	40
Total	0	0	0	0	35	35	46	38	51	51	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	131	123
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	10	6	6	7	6	3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	15
Taxi	0	0	0	0	0	0	4	4	9	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8
Subway	0	0	0	0	71	46	11	12	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	66
Bus	0	0	0	0	2	1	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7
Walk/Other	0	0	0	0	11	7	15	15	26	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	35
Total	0	0	0	0	94	60	41	43	59	29	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193	131
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	6	8	11	9	4	4	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
Taxi	0	0	0	0	0	0	7	5	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	11
Subway	0	0	0	0	44	55	11	9	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	76
Bus	0	0	0	0	1	2	13	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	14
Walk/Other	0	0	0	0	7	9	24	20	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	49
Total	0	0	0	0	58	74	66	54	43	43	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	166	170
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	10	2	1	1	1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11
Taxi	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	11	4	3	3	3	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	16
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	4	3	2	2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	7
Taxi	0	0	0	0	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Taxi (Balanced)	0	0	0	0	0	0	4	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	3	3	8	7	9	9	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	18
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	9	5	3	4	3	1	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	9
Taxi	0	0	0	0	0	0	2	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi (Balanced)	0	0	0	0	0	0	4	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	9	5	7	8	9	7	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	19
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	5	4	3	2	2	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	0	0	3	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Taxi (Balanced)	0	0	0	0	0	0	5	5	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	5	9	8	8	8	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 28

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 29

Land Use: / Size/Units:	Local Retail 17,283 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		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																														
AM	32		64		402		-60		32		0		0		38		24		0		102		0		0		0		634	
Midday	202		80		202		-180		102		0		0		48		20		0		120		0		0		0		594	
PM	106		74		442		-180		88		0		0		44		26		0		84		0		0		0		684	
Saturday	124		20		382		-260		86		0		0		12		4		0		78		0		0		0		446	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	17	1	10	33	-5	-4	2	2	0	0	0	0	10	1	10	1	0	0	15	9	0	0	0	0	0	0	61	45
Taxi	0	0	3	0	0	1	-3	-2	2	2	0	0	0	0	2	0	0	0	0	0	4	2	0	0	0	0	0	0	8	3
Subway	0	0	20	1	72	231	-10	-6	5	5	0	0	0	0	11	1	7	1	0	0	38	23	0	0	0	0	0	0	143	256
Bus	0	0	8	0	2	6	-4	-3	0	0	0	0	0	0	5	0	2	0	0	0	6	3	0	0	0	0	0	0	19	6
Walk/Other	14	14	13	1	11	36	-14	-9	7	7	0	0	0	0	8	0	3	0	0	0	1	1	0	0	0	0	0	0	43	50
Total	16	16	61	3	95	307	-36	-24	16	16	0	0	0	0	36	2	22	2	0	0	64	38	0	0	0	0	0	0	274	360
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	1	1	11	11	-15	-12	5	5	0	0	0	0	0	1	0	0	0	0	14	15	0	0	0	0	0	0	27	32
Taxi	0	0	0	0	0	0	-9	-7	8	8	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	2	5
Subway	3	3	2	3	76	76	-27	-22	15	15	0	0	0	0	1	2	1	1	0	0	33	38	0	0	0	0	0	0	104	116
Bus	2	2	2	3	2	2	-12	-10	1	1	0	0	0	0	1	2	1	1	0	0	5	6	0	0	0	0	0	0	2	7
Walk/Other	85	85	26	42	12	12	-36	-30	22	22	0	0	0	0	16	25	8	8	0	0	1	1	0	0	0	0	0	0	134	165
Total	101	101	31	49	101	101	-99	-81	51	51	0	0	0	0	18	30	10	10	0	0	56	64	0	0	0	0	0	0	269	325
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	1	20	29	19	-13	-14	6	3	0	0	0	0	1	12	1	10	0	0	7	13	0	0	0	0	0	0	38	69
Taxi	0	0	0	3	1	1	-8	-9	9	4	0	0	0	0	0	2	0	0	0	0	2	3	0	0	0	0	0	0	4	4
Subway	2	2	1	24	201	128	-23	-26	17	8	0	0	0	0	1	13	1	9	0	0	17	32	0	0	0	0	0	0	217	190
Bus	1	1	0	9	6	4	-10	-11	1	1	0	0	0	0	0	6	0	2	0	0	3	5	0	0	0	0	0	0	1	17
Walk/Other	44	44	1	15	32	21	-31	-35	26	13	0	0	0	0	0	9	0	3	0	0	1	1	0	0	0	0	0	0	73	71
Total	53	53	3	71	269	173	-85	-95	59	29	0	0	0	0	2	42	2	24	0	0	30	54	0	0	0	0	0	0	333	351
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	6	3	2	19	23	-24	-20	4	4	0	0	0	0	2	1	1	1	0	0	9	10	0	0	0	0	0	0	22	27
Taxi	0	0	1	0	1	1	-14	-12	6	6	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	-4	-3
Subway	2	2	3	3	129	156	-23	-19	12	12	0	0	0	0	2	2	1	1	0	0	23	23	0	0	0	0	0	0	149	180
Bus	1	1	2	1	4	4	-29	-23	1	1	0	0	0	0	1	1	0	0	0	0	3	4	0	0	0	0	0	0	-17	-11
Walk/Other	57	47	3	2	20	25	-53	-43	20	20	0	0	0	0	2	1	0	0	0	0	1	1	0	0	0	0	0	0	50	53
Total	68	56	12	8	173	209	-143	-117	43	43	0	0	0	0	7	5	2	2	0	0	38	40	0	0	0	0	0	0	200	246
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	13	1	9	29	-3	-2	1	1	0	0	0	0	8	1	8	1	0	0	10	6	0	0	0	0	0	0	47	38
Taxi	0	0	2	0	0	1	-2	-1	1	1	0	0	0	0	2	0	0	0	0	0	3	1	0	0	0	0	0	0	6	2
Taxi (Balanced)	0	0	2	2	1	1	-3	-3	2	2	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	8	8
Truck	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	1	15	3	12	32	-6	-5	3	3	0	0	0	0	10	3	8	1	0	0	14	10	0	0	0	0	0	0	57	48
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	1	1	7	7	-8	-6	2	2	0	0	0	0	0	1	0	0	0	0	9	10	0	0	0	0	0	0	17	21
Taxi	0	0	0	0	0	0	-5	-4	3	3	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	2
Taxi (Balanced)	0	0	0	0	0	0	-9	-9	6	6	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	2	2
Truck	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	6	6	2	2	8	8	-17	-15	9	9	0	0	0	0	0	1	0	0	0	0	14	15	0	0	0	0	0	0	22	26
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	1	16	26	17	-7	-7	3	1	0	0	0	0	1	10	1	8	0	0	5	9	0	0	0	0	0	0	33	57
Taxi	0	0	0	2	1	1	-4	-5	4	2	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	0	0	2	4
Taxi (Balanced)	0	0	2	2	2	2	-9	-9	6	6	0	0	0	0	2	2	0	0	0	0	3	3	0	0	0	0	0	0	6	6
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	18	28	19	-16	-16	9	7	0	0	0	0	3	12	1	8	0	0	8	12	0	0	0	0	0	0	39	63
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	2	2	12	15	-9	-7	2	2	0	0	0	0	2	1	1	1	0	0	6	7	0	0	0	0	0	0	20	24
Taxi	0	0	1	0	1	1	-5	-4	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	2	2	-9	-9	6	6	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	0	0	0	0	0	0	0	0	0	0
Total	4	3	3	3	14	17	-18	-16	8	8	0	0	0	0	2	1	1	1	0	0	8	9	0	0	0	0	0	0	22	26

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 30

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	2,190 gsf		-90,641 gsf		199 DU		0 gsf		0 gsf		11,500 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-87,262 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	4		-196		162		0		0		102		0		0		0		0		-656		0		0		0		-584	
Midday	26		-246		80		0		0		122		0		0		0		0		-774		0		0		0		-792	
PM	14		-228		178		0		0		202		0		0		0		0		-536		0		0		0		-370	
Saturday	16		-60		154		0		0		240		0		0		0		0		-580		0		0		0		-230	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-53	-3	4	13	0	0	0	0	12	9	0	0	0	0	0	0	0	0	-98	-60	0	0	0	0	0	0	-135	-41
Taxi	0	0	-9	-1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	-24	-15	0	0	0	0	0	0	-31	-15
Subway	0	0	-59	-4	29	92	0	0	0	0	8	6	0	0	0	0	0	0	0	0	-240	-147	0	0	0	0	0	0	-262	-53
Bus	0	0	-23	-1	1	3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-37	-22	0	0	0	0	0	0	-57	-18
Walk/Other	2	2	-40	-3	5	15	0	0	0	0	34	26	0	0	0	0	0	0	0	0	-8	-5	0	0	0	0	0	0	-7	35
Total	2	2	-184	-12	39	123	0	0	0	0	58	44	0	0	0	0	0	0	0	0	-407	-249	0	0	0	0	0	0	-492	-92
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	-3	4	4	0	0	0	0	12	14	0	0	0	0	0	0	0	0	-87	-98	0	0	0	0	0	0	-72	-82
Taxi	0	0	-1	-2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-22	-25	0	0	0	0	0	0	-21	-25
Subway	0	0	-7	-11	30	30	0	0	0	0	8	9	0	0	0	0	0	0	0	0	-215	-242	0	0	0	0	0	0	-184	-214
Bus	0	0	-7	-10	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	-33	-37	0	0	0	0	0	0	-37	-43
Walk/Other	12	12	-79	-124	5	5	0	0	0	0	33	37	0	0	0	0	0	0	0	0	-7	-8	0	0	0	0	0	0	-36	-78
Total	13	13	-96	-150	40	40	0	0	0	0	57	65	0	0	0	0	0	0	0	0	-364	-410	0	0	0	0	0	0	-350	-442
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-3	-62	12	7	0	0	0	0	20	22	0	0	0	0	0	0	0	0	-45	-84	0	0	0	0	0	0	-15	-116
Taxi	0	0	-1	-11	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	-11	-21	0	0	0	0	0	0	-9	-29
Subway	0	0	-4	-69	82	53	0	0	0	0	13	15	0	0	0	0	0	0	0	0	-111	-205	0	0	0	0	0	0	-20	-206
Bus	0	0	-1	-28	2	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-17	-31	0	0	0	0	0	0	-12	-54
Walk/Other	6	6	-2	-47	13	8	0	0	0	0	55	63	0	0	0	0	0	0	0	0	-4	-7	0	0	0	0	0	0	68	23
Total	7	7	-11	-217	109	69	0	0	0	0	95	107	0	0	0	0	0	0	0	0	-188	-348	0	0	0	0	0	0	12	-382
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-10	-7	7	9	0	0	0	0	26	25	0	0	0	0	0	0	0	0	-68	-71	0	0	0	0	0	0	-44	-43
Taxi	0	0	-2	-1	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-17	-18	0	0	0	0	0	0	-15	-15
Subway	0	0	-11	-8	53	64	0	0	0	0	17	16	0	0	0	0	0	0	0	0	-167	-174	0	0	0	0	0	0	-108	-102
Bus	0	0	-5	-3	1	2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	-26	-27	0	0	0	0	0	0	-25	-23
Walk/Other	8	6	-8	-5	8	10	0	0	0	0	70	68	0	0	0	0	0	0	0	0	-6	-6	0	0	0	0	0	0	72	73
Total	9	7	-36	-24	69	85	0	0	0	0	122	118	0	0	0	0	0	0	0	0	-284	-296	0	0	0	0	0	0	-120	-110
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-42	-2	4	12	0	0	0	0	8	6	0	0	0	0	0	0	0	0	-65	-40	0	0	0	0	0	0	-95	-24
Taxi	0	0	-7	-1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-16	-10	0	0	0	0	0	0	-22	-10
Taxi (Balanced)	0	0	-8	-8	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-26	-26	0	0	0	0	0	0	-32	-32
Truck	0	0	-1	-1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	-51	-11	5	13	0	0	0	0	10	8	0	0	0	0	0	0	0	0	-91	-66	0	0	0	0	0	0	-127	-56
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	-2	3	3	0	0	0	0	8	9	0	0	0	0	0	0	0	0	-58	-65	0	0	0	0	0	0	-48	-54
Taxi	0	0	-1	-2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-15	-17	0	0	0	0	0	0	-15	-18
Taxi (Balanced)	0	0	-3	-3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-32	-32	0	0	0	0	0	0	-33	-33
Truck	0	0	-2	-2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	-2	-2
Total	1	1	-7	-7	4	4	0	0	0	0	10	11	0	0	0	0	0	0	0	0	-91	-98	0	0	0	0	0	0	-83	-89
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-2	-49	11	6	0	0	0	0	13	14	0	0	0	0	0	0	0	0	-30	-56	0	0	0	0	0	0	-7	-84
Taxi	0	0	-1	-9	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-7	-14	0	0	0	0	0	0	-6	-21
Taxi (Balanced)	0	0	-10	-10	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-21	-21	0	0	0	0	0	0	-27	-27
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	-12	-59	11	6	0	0	0	0	17	18	0	0	0	0	0	0	0	0	-51	-77	0	0	0	0	0	0	-34	-111
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	-8	-6	4	6	0	0	0	0	14	13	0	0	0	0	0	0	0	0	-45	-47	0	0	0	0	0	0	-34	-33
Taxi	0	0	-2	-1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	-11	-12	0	0	0	0	0	0	-11	-11
Taxi (Balanced)	0	0	-3	-3	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	-23	-23	0	0	0	0	0	0	-22	-22
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	-11	-9	4	6	0	0	0	0	18	17	0	0	0	0	0	0	0	0	-68	-70	0	0	0	0	0	0	-56	-55

Notes:

70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 31

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 32

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 33

Land Use: / Size/Units:	Local Retail 2,208 gsf		Office 0 gsf		Residential 4 DU		Destination Retail 0 gsf		Restaurant 0 gsf		Supermarket 0 gsf		Auto Repair 0 gsf		Innovation Economy 0 gsf		Light Industrial 0 gsf		Warehouse 0 gsf		Medical Office 0 gsf		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		8	
Midday	26		0		2		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		18	
Saturday	16		0		4		0		0		0		0		0		0		0		0		0		0		0		20	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	2	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	5
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Total	13	13	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	7	7	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	6
Total	9	7	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 34

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 35

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		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		24	
Midday	54		20		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		48	
Saturday	34		6		0		0		0		0		0		0		0		0		0		0		0		0		40	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0
Bus	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Walk/Other	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Total	4	4	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	22	22	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	32
Total	27	27	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	39
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Bus	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	12	12	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	16
Total	14	14	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	34
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	16	13	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	14
Total	19	15	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	18
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 36

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 37

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,016 gsf		13,157 gsf		335 DU		0 gsf		4,502 gsf		0 gsf		0 gsf		13,157 gsf		0 gsf		-75,182 gsf		7,519 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	6		28		272		0		24		0		0		28		0		-10		72		0		0		0		420	
Midday	36		36		136		0		80		0		0		36		0		-12		84		0		0		0		396	
PM	20		34		298		0		70		0		0		34		0		-8		58		0		0		0		506	
Saturday	22		10		258		0		68		0		0		10		0		-2		50		0		0		0		416	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	8	0	7	22	0	0	1	1	0	0	0	0	8	0	0	0	-3	-1	11	7	0	0	0	0	0	0	32	29
Taxi	0	0	1	0	0	1	0	0	2	2	0	0	0	0	1	0	0	0	0	0	3	2	0	0	0	0	0	0	7	5
Subway	0	0	9	1	49	155	0	0	3	3	0	0	0	0	9	1	0	0	-3	-1	25	16	0	0	0	0	0	0	92	175
Bus	0	0	3	0	1	4	0	0	0	0	0	0	0	0	3	0	0	0	-1	0	4	2	0	0	0	0	0	0	10	6
Walk/Other	3	3	6	0	8	25	0	0	6	6	0	0	0	0	6	0	0	0	-1	0	1	1	0	0	0	0	0	0	29	35
Total	3	3	27	1	65	207	0	0	12	12	0	0	0	0	27	1	0	0	-8	-2	44	28	0	0	0	0	0	0	170	250
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	7	7	0	0	4	4	0	0	0	0	0	0	0	0	-2	-2	9	11	0	0	0	0	0	0	20	22
Taxi	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	8	9
Subway	1	1	1	2	52	52	0	0	11	11	0	0	0	0	1	2	0	0	-2	-2	23	26	0	0	0	0	0	0	87	92
Bus	0	0	1	2	1	1	0	0	1	1	0	0	0	0	1	2	0	0	-1	-1	4	4	0	0	0	0	0	0	7	9
Walk/Other	15	15	12	18	8	8	0	0	18	18	0	0	0	0	12	18	0	0	-1	-1	1	1	0	0	0	0	0	0	65	77
Total	18	18	14	22	68	68	0	0	40	40	0	0	0	0	14	22	0	0	-6	-6	39	45	0	0	0	0	0	0	187	209
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	9	20	13	0	0	5	2	0	0	0	0	0	9	0	0	-1	-2	5	9	0	0	0	0	0	0	30	41
Taxi	0	0	0	2	1	0	0	0	7	3	0	0	0	0	0	2	0	0	0	0	1	2	0	0	0	0	0	0	9	9
Subway	0	0	1	11	135	87	0	0	13	7	0	0	0	0	1	11	0	0	-1	-2	12	23	0	0	0	0	0	0	161	137
Bus	0	0	0	4	4	2	0	0	1	0	0	0	0	0	0	4	0	0	0	-1	2	3	0	0	0	0	0	0	7	12
Walk/Other	9	9	0	7	22	14	0	0	22	10	0	0	0	0	0	7	0	0	0	-1	0	1	0	0	0	0	0	0	53	47
Total	10	10	1	33	182	116	0	0	48	22	0	0	0	0	1	33	0	0	-2	-6	20	38	0	0	0	0	0	0	260	246
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	1	13	15	0	0	3	3	0	0	0	0	2	1	0	0	-1	0	6	6	0	0	0	0	0	0	26	27
Taxi	0	0	0	0	0	1	0	0	5	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	6	8
Subway	0	0	2	1	87	106	0	0	10	10	0	0	0	0	2	1	0	0	-1	0	14	16	0	0	0	0	0	0	114	134
Bus	0	0	1	1	2	3	0	0	1	1	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	7	8
Walk/Other	11	9	1	1	14	17	0	0	15	15	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	42	44
Total	12	10	6	4	116	142	0	0	34	34	0	0	0	0	6	4	0	0	-2	0	23	27	0	0	0	0	0	0	195	221
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	6	0	6	20	0	0	0	0	0	0	0	0	6	0	0	0	-2	-1	7	5	0	0	0	0	0	0	23	24
Taxi	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	5	3
Taxi (Balanced)	0	0	1	1	1	1	0	0	2	2	0	0	0	0	1	1	0	0	0	0	3	3	0	0	0	0	0	0	8	8
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	-1	-1
Total	0	0	7	1	8	22	0	0	2	2	0	0	0	0	7	1	0	0	-4	-3	10	8	0	0	0	0	0	0	30	31
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	4	4	0	0	2	2	0	0	0	0	0	0	0	0	-2	-2	6	7	0	0	0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	4	5
Taxi (Balanced)	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	9	9
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	5	5	0	0	8	8	0	0	0	0	0	0	0	0	-3	-3	9	10	0	0	0	0	0	0	20	21
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	7	18	12	0	0	2	1	0	0	0	0	0	7	0	0	-1	-2	3	6	0	0	0	0	0	0	23	32
Taxi	0	0	0	2	1	0	0	0	3	1	0	0	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	5	6
Taxi (Balanced)	0	0	2	2	1	1	0	0	4	4	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	9	19	13	0	0	6	5	0	0	0	0	2	9	0	0	-1	-2	5	8	0	0	0	0	0	0	34	43
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	1	8	10	0	0	1	1	0	0	0	0	2	1	0	0	-1	0	4	4	0	0	0	0	0	0	17	18
Taxi	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	4
Taxi (Balanced)	0	0	0	0	1	1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	1	9	11	0	0	5	5	0	0	0	0	2	1	0	0	-1	0	6	6	0	0	0	0	0	0	24	25

Notes:

70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 38

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

Notes:

70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		400	
Midday	194		0		32		0		0		0		0		0		0		0		358		0		0		0		584	
PM	102		0		72		0		0		0		0		0		0		0		248		0		0		0		422	
Saturday	120		0		62		0		0		0		0		0		0		0		260		0		0		0		442	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	28	0	0	0	0	0	0	49	35
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	7	0	0	0	0	0	0	11	7
Subway	0	0	0	0	12	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	68	0	0	0	0	0	0	122	106
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	10	0	0	0	0	0	0	17	11
Walk/Other	14	14	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	20	22
Total	16	16	0	0	16	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	115	0	0	0	0	0	0	219	181
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	11	11	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	46	0	0	0	0	0	0	53	59
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	11	0	0	0	0	0	0	10	11
Subway	3	3	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	113	0	0	0	0	0	0	114	128
Bus	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	17	0	0	0	0	0	0	17	19
Walk/Other	81	81	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	86	87
Total	97	97	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	191	0	0	0	0	0	0	280	304
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	39	0	0	0	0	0	0	32	48
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	0	0	0	0	0	0	5	10
Subway	2	2	0	0	33	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	94	0	0	0	0	0	0	86	117
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15	0	0	0	0	0	0	10	17
Walk/Other	42	42	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	49	48
Total	51	51	0	0	44	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	87	161	0	0	0	0	0	0	182	240
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	6	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	32	0	0	0	0	0	0	41	42
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8
Subway	2	2	0	0	21	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	77	0	0	0	0	0	0	98	104
Bus	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12	0	0	0	0	0	0	13	14
Walk/Other	56	45	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	62	52
Total	66	54	0	0	28	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	132	0	0	0	0	0	0	222	220
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	19	0	0	0	0	0	0	33	24
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	7	5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12	12
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	31	0	0	0	0	0	0	45	36
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	31	0	0	0	0	0	0	34	38
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	7	7
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	0	0	0	0	0	0	14	14
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1
Total	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	46	0	0	0	0	0	0	49	53
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	26	0	0	0	0	0	0	21	32
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	3	7
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	36	0	0	0	0	0	0	31	42
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	0	0	0	0	0	0	27	27
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	5	5
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	3	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	31	0	0	0	0	0	0	37	37

Notes:

70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 40

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	5,612 gsf		22,656 gsf		263 DU		0 gsf		3,450 gsf		0 gsf		0 gsf		7,552 gsf		-18,500 gsf		0 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	10		50		212		0		20		0		0		16		-36		0		0		0		0		0		272	
Midday	66		62		106		0		60		0		0		20		-30		0		0		0		0		0		284	
PM	36		58		234		0		54		0		0		20		-40		0		0		0		0		0		362	
Saturday	40		16		202		0		52		0		0		6		-4		0		0		0		0		0		312	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	13	1	5	17	0	0	1	1	0	0	0	0	5	0	-13	-2	0	0	0	0	0	0	0	0	0	0	12	18
Taxi	0	0	2	0	0	1	0	0	2	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Subway	0	0	16	1	38	122	0	0	3	3	0	0	0	0	5	0	-12	-1	0	0	0	0	0	0	0	0	0	0	50	125
Bus	0	0	6	0	1	3	0	0	0	0	0	0	0	0	2	0	-3	0	0	0	0	0	0	0	0	0	0	0	6	3
Walk/Other	4	4	10	1	6	19	0	0	4	4	0	0	0	0	3	0	-4	-1	0	0	0	0	0	0	0	0	0	0	23	27
Total	5	5	47	3	50	162	0	0	10	10	0	0	0	0	16	0	-32	-4	0	0	0	0	0	0	0	0	0	0	96	176
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	1	6	6	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14
Taxi	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Subway	1	1	2	3	40	40	0	0	9	9	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	52	53
Bus	1	1	2	3	1	1	0	0	1	1	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	5	6
Walk/Other	27	27	20	31	6	6	0	0	12	12	0	0	0	0	6	10	-13	-13	0	0	0	0	0	0	0	0	0	0	58	73
Total	33	33	24	38	53	53	0	0	30	30	0	0	0	0	8	12	-15	-15	0	0	0	0	0	0	0	0	0	0	133	151
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	16	15	10	0	0	4	2	0	0	0	0	0	6	-2	-13	0	0	0	0	0	0	0	0	0	0	20	23
Taxi	0	0	0	3	1	0	0	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	7
Subway	1	1	1	17	107	68	0	0	10	5	0	0	0	0	0	7	-2	-12	0	0	0	0	0	0	0	0	0	0	117	86
Bus	0	0	0	7	3	2	0	0	1	0	0	0	0	0	0	2	-1	-4	0	0	0	0	0	0	0	0	0	0	3	7
Walk/Other	15	15	1	12	17	11	0	0	16	8	0	0	0	0	0	4	-1	-5	0	0	0	0	0	0	0	0	0	0	48	45
Total	18	18	3	55	143	91	0	0	36	18	0	0	0	0	0	20	-6	-34	0	0	0	0	0	0	0	0	0	0	194	168
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	3	2	10	12	0	0	3	3	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	18	19
Taxi	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway	1	1	3	3	68	84	0	0	7	7	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	79	95
Bus	0	0	1	1	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	19	15	2	1	11	13	0	0	11	11	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	44	41
Total	22	18	9	7	91	111	0	0	26	26	0	0	0	0	3	3	-2	-2	0	0	0	0	0	0	0	0	0	0	149	163
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	10	1	4	15	0	0	0	0	0	0	0	0	4	0	-11	-2	0	0	0	0	0	0	0	0	0	0	8	15
Taxi	0	0	2	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi (Balanced)	0	0	2	2	1	1	0	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	12	3	6	17	0	0	2	2	0	0	0	0	5	1	-12	-3	0	0	0	0	0	0	0	0	0	0	14	21
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	1	4	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	1	5	5	0	0	5	5	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	11	12
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	13	13	9	0	0	2	1	0	0	0	0	0	5	-2	-11	0	0	0	0	0	0	0	0	0	0	15	18
Taxi	0	0	0	2	1	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Taxi (Balanced)	0	0	2	2	1	1	0	0	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	3	15	14	10	0	0	5	4	0	0	0	0	1	6	-2	-11	0	0	0	0	0	0	0	0	0	0	22	25
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	2	6	8	0	0	1	1	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0	0	10	12
Taxi	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	1	1	2	2	6	8	0	0	5	5	0	0	0	0	1	1	-2	-2	0	0	0	0	0	0	0	0	0	0	13	15

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 41

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,453 gsf		19,067 gsf		761 DU		-64,676 gsf		5,750 gsf		0 gsf		0 gsf		19,067 gsf		21,597 gsf		0 gsf		46,000 gsf		21,597 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	6		42		616		-152		32		0		0		42		42		0		354		40		0		0		1,022	
Midday	40		52		308		-456		102		0		0		52		36		0		418		88		0		0		640	
PM	22		48		676		-456		88		0		0		48		46		0		290		48		0		0		810	
Saturday	26		14		584		-658		86		0		0		14		6		0		306		52		0		0		430	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	11	1	16	51	-14	-9	2	2	0	0	0	0	11	1	14	2	0	0	53	32	1	1	0	0	0	0	94	81
Taxi	0	0	2	0	1	2	-8	-5	2	2	0	0	0	0	2	0	0	0	0	0	13	8	0	0	0	0	0	0	12	7
Subway	0	0	12	1	110	349	-25	-16	5	5	0	0	0	0	12	1	13	2	0	0	130	79	1	0	0	0	0	0	258	421
Bus	0	0	5	0	3	10	-11	-7	0	0	0	0	0	0	5	0	4	1	0	0	20	12	1	1	0	0	0	0	27	17
Walk/Other	3	3	9	1	18	56	-35	-22	7	7	0	0	0	0	9	1	5	1	0	0	4	3	22	13	0	0	0	0	42	63
Total	3	3	39	3	148	468	-93	-59	16	16	0	0	0	0	39	3	36	6	0	0	220	134	25	15	0	0	0	0	433	589
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	1	17	17	-38	-31	5	5	0	0	0	0	0	1	0	0	0	0	47	53	2	2	0	0	0	0	35	50
Taxi	0	0	0	0	1	1	-23	-18	8	8	0	0	0	0	0	0	0	0	0	0	12	13	0	0	0	0	0	0	-2	4
Subway	1	1	1	2	115	115	-68	-55	15	15	0	0	0	0	1	2	1	1	0	0	116	131	1	1	0	0	0	0	183	213
Bus	0	0	1	2	3	3	-30	-25	1	1	0	0	0	0	1	2	1	1	0	0	18	20	3	2	0	0	0	0	-2	6
Walk/Other	17	17	18	27	18	18	-92	-76	22	22	0	0	0	0	18	27	16	16	0	0	4	4	42	35	0	0	0	0	63	90
Total	20	20	20	32	154	154	-251	-205	51	51	0	0	0	0	20	32	18	18	0	0	197	221	48	40	0	0	0	0	277	363
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	13	45	28	-32	-36	6	3	0	0	0	0	1	13	2	17	0	0	24	45	1	2	0	0	0	0	49	86
Taxi	0	0	0	2	2	1	-19	-22	9	4	0	0	0	0	0	2	0	0	0	0	6	11	0	0	0	0	0	0	-2	-2
Subway	0	0	1	14	308	197	-58	-65	17	8	0	0	0	0	1	14	2	14	0	0	60	112	0	1	0	0	0	0	331	295
Bus	0	0	0	6	9	6	-26	-29	1	1	0	0	0	0	0	6	1	4	0	0	9	17	1	2	0	0	0	0	-5	13
Walk/Other	10	10	1	10	49	31	-79	-90	26	13	0	0	0	0	1	10	1	5	0	0	2	4	12	29	0	0	0	0	23	22
Total	11	11	3	45	413	263	-214	-242	59	29	0	0	0	0	3	45	6	40	0	0	101	189	14	34	0	0	0	0	396	414
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	2	2	28	35	-62	-50	4	4	0	0	0	0	2	2	2	2	0	0	36	37	1	1	0	0	0	0	15	34
Taxi	0	0	0	0	1	1	-36	-30	6	6	0	0	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	-20	-14
Subway	0	0	3	2	197	240	-58	-47	12	12	0	0	0	0	3	2	1	1	0	0	89	93	1	1	0	0	0	0	248	304
Bus	0	0	1	1	6	7	-72	-59	1	1	0	0	0	0	1	1	0	0	0	0	13	14	2	2	0	0	0	0	-48	-33
Walk/Other	12	11	2	1	31	38	-134	-110	20	20	0	0	0	0	2	1	0	0	0	0	3	3	22	22	0	0	0	0	-42	-14
Total	14	12	8	6	263	321	-362	-296	43	43	0	0	0	0	8	6	3	3	0	0	150	156	26	26	0	0	0	0	153	277
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	9	1	14	46	-7	-5	1	1	0	0	0	0	9	1	12	2	0	0	35	21	1	1	0	0	0	0	74	68
Taxi	0	0	2	0	1	2	-4	-3	1	1	0	0	0	0	2	0	0	0	0	0	9	5	0	0	0	0	0	0	11	5
Taxi (Balanced)	0	0	2	2	3	3	-7	-7	2	2	0	0	0	0	2	2	0	0	0	0	14	14	0	0	0	0	0	0	16	16
Truck	0	0	0	0	3	3	-1	-1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	11	3	20	52	-15	-13	3	3	0	0	0	0	11	3	13	3	0	0	49	35	1	1	0	0	0	0	93	87
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	1	11	11	-19	-16	2	2	0	0	0	0	0	1	0	0	0	0	31	35	1	1	0	0	0	0	27	36
Taxi	0	0	0	0	1	1	-12	-9	3	3	0	0	0	0	0	0	0	0	0	0	8	9	0	0	0	0	0	0	0	4
Taxi (Balanced)	0	0	0	0	2	2	-21	-21	6	6	0	0	0	0	0	0	0	0	0	0	17	17	0	0	0	0	0	0	4	4
Truck	0	0	0	0	2	2	-1	-1	1	1	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	4	4
Total	1	1	0	1	15	15	-41	-38	9	9	0	0	0	0	0	1	1	1	0	0	49	53	1	1	0	0	0	0	35	44
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	1	10	40	25	-16	-18	3	1	0	0	0	0	1	10	2	14	0	0	16	30	1	1	0	0	0	0	49	74
Taxi	0	0	0	2	2	1	-10	-11	4	2	0	0	0	0	0	2	0	0	0	0	4	7	0	0	0	0	0	0	0	3
Taxi (Balanced)	0	0	2	2	3	3	-21	-21	6	6	0	0	0	0	2	2	0	0	0	0	11	11	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	3	12	43	28	-37	-39	9	7	0	0	0	0	3	12	2	14	0	0	27	41	1	1	0	0	0	0	52	77
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	2	2	18	22	-23	-19	2	2	0	0	0	0	2	2	2	2	0	0	24	25	1	1	0	0	0	0	29	38
Taxi	0	0	0	0	1	1	-13	-11	3	3	0	0	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	-3	-1
Taxi (Balanced)	0	0	0	0	2	2	-24	-24	6	6	0	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	-4	-4
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
Total	1	1	2	2	21	25	-47	-43	8	8	0	0	0	0	2	2	3	3	0	0	36	37	1	1	0	0	0	0	27	36

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 42

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	0 gsf		112,314 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		4,460 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	0		244		0		0		0		0		0		0		0		2		0		0		0		0		246	
Midday	0		304		0		0		0		0		0		0		0		2		0		0		0		0		306	
PM	0		284		0		0		0		0		0		0		0		0		0		0		0		0		284	
Saturday	0		74		0		0		0		0		0		0		0		0		0		0		0		0		74	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	66	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	67	4
Taxi	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1
Subway	0	0	73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	74	5
Bus	0	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	2
Walk/Other	0	0	50	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	3
Total	0	0	229	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	231	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	5
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Subway	0	0	8	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	13
Bus	0	0	8	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	13
Walk/Other	0	0	98	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	155
Total	0	0	117	187	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	118	188
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	77
Taxi	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
Subway	0	0	5	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	87
Bus	0	0	2	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	34
Walk/Other	0	0	3	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	58
Total	0	0	15	269	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	269
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	8
Taxi	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	10
Bus	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Walk/Other	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6
Total	0	0	45	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	29
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	52	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	53	3
Taxi	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Taxi (Balanced)	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	64	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	65	15
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	8	9
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	3	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	61
Taxi	0	0	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	10
Taxi (Balanced)	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	14	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	72
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6
Taxi	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	13	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	9

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 43

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	30,627 gsf		65,465 gsf		0 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		-57,808 gsf		0 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	58		142		0		0		0		0		0		0		-112		0		0		0		0		0		88	
Midday	358		178		0		0		0		0		0		0		-94		0		0		0		0		0		442	
PM	188		166		0		0		0		0		0		0		-122		0		0		0		0		0		232	
Saturday	222		44		0		0		0		0		0		0		-14		0		0		0		0		0		252	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	38	2	0	0	0	0	0	0	0	0	0	0	0	0	-41	-5	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	6	0
Subway	1	1	43	3	0	0	0	0	0	0	0	0	0	0	0	0	-34	-5	0	0	0	0	0	0	0	0	0	0	10	-1
Bus	1	1	17	1	0	0	0	0	0	0	0	0	0	0	0	0	-10	-1	0	0	0	0	0	0	0	0	0	0	8	1
Walk/Other	24	24	29	2	0	0	0	0	0	0	0	0	0	0	0	0	-13	-2	0	0	0	0	0	0	0	0	0	0	40	24
Total	29	29	134	8	0	0	0	0	0	0	0	0	0	0	0	0	-99	-13	0	0	0	0	0	0	0	0	0	0	64	24
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	20	21
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	5	5	5	8	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	7	10
Bus	4	4	5	8	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	6	9
Walk/Other	150	150	58	89	0	0	0	0	0	0	0	0	0	0	0	0	-40	-40	0	0	0	0	0	0	0	0	0	0	168	199
Total	179	179	70	108	0	0	0	0	0	0	0	0	0	0	0	0	-47	-47	0	0	0	0	0	0	0	0	0	0	202	240
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	2	45	0	0	0	0	0	0	0	0	0	0	0	0	-6	-44	0	0	0	0	0	0	0	0	0	0	6	11
Taxi	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	7
Subway	3	3	3	51	0	0	0	0	0	0	0	0	0	0	0	0	-5	-37	0	0	0	0	0	0	0	0	0	0	1	17
Bus	2	2	1	20	0	0	0	0	0	0	0	0	0	0	0	0	-2	-11	0	0	0	0	0	0	0	0	0	0	1	11
Walk/Other	79	79	2	34	0	0	0	0	0	0	0	0	0	0	0	0	-2	-14	0	0	0	0	0	0	0	0	0	0	79	99
Total	94	94	8	158	0	0	0	0	0	0	0	0	0	0	0	0	-15	-107	0	0	0	0	0	0	0	0	0	0	87	145
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	13	11	8	5	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	18	13
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway	4	3	8	6	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	10	7
Bus	2	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	103	84	6	4	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	108	87
Total	122	100	26	18	0	0	0	0	0	0	0	0	0	0	0	0	-7	-7	0	0	0	0	0	0	0	0	0	0	141	111
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	30	2	0	0	0	0	0	0	0	0	0	0	0	0	-34	-4	0	0	0	0	0	0	0	0	0	0	-2	0
Taxi	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	5	0
Taxi (Balanced)	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-1	-1
Total	2	2	37	9	0	0	0	0	0	0	0	0	0	0	0	0	-37	-7	0	0	0	0	0	0	0	0	0	0	2	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	10	10	1	2	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	10	11
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	11	4	5	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	12	13
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	2	36	0	0	0	0	0	0	0	0	0	0	0	0	-5	-37	0	0	0	0	0	0	0	0	0	0	2	4
Taxi	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	5
Taxi (Balanced)	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	5	8	42	0	0	0	0	0	0	0	0	0	0	0	0	-6	-38	0	0	0	0	0	0	0	0	0	0	7	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	7	6	6	4	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	10	7
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	-2
Total	7	6	8	6	0	0	0	0	0	0	0	0	0	0	0	0	-5	-5	0	0	0	0	0	0	0	0	0	0	10	7

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 44

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	8,510 gsf		12,766 gsf		183 DU		0 gsf		0 gsf		0 gsf		0 gsf		6,383 gsf		-8,217 gsf		0 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	16		28		148		0		0		0		0		14		-16		0		0		0		0		0		190	
Midday	100		34		74		0		0		0		0		18		-14		0		0		0		0		0		212	
PM	52		32		164		0		0		0		0		16		-18		0		0		0		0		0		246	
Saturday	62		8		142		0		0		0		0		4		-2		0		0		0		0		0		214	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	8	0	4	12	0	0	0	0	0	0	0	0	4	0	-6	-1	0	0	0	0	0	0	0	0	0	0	11	12
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Subway	0	0	9	1	27	85	0	0	0	0	0	0	0	0	4	0	-5	-1	0	0	0	0	0	0	0	0	0	0	35	85
Bus	0	0	3	0	1	2	0	0	0	0	0	0	0	0	2	0	-1	0	0	0	0	0	0	0	0	0	0	0	5	2
Walk/Other	7	7	6	0	4	13	0	0	0	0	0	0	0	0	3	0	-2	0	0	0	0	0	0	0	0	0	0	0	18	20
Total	8	8	27	1	36	112	0	0	0	0	0	0	0	0	14	0	-14	-2	0	0	0	0	0	0	0	0	0	0	71	119
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	6	6	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	2	2	1	1	28	28	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	31	32
Bus	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	41	41	12	18	4	4	0	0	0	0	0	0	0	0	6	10	-7	-7	0	0	0	0	0	0	0	0	0	0	56	66
Total	50	50	14	20	37	37	0	0	0	0	0	0	0	0	6	12	-7	-7	0	0	0	0	0	0	0	0	0	0	100	112
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	9	11	7	0	0	0	0	0	0	0	0	0	4	-1	-6	0	0	0	0	0	0	0	0	0	0	13	17
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Subway	1	1	1	10	75	48	0	0	0	0	0	0	0	0	0	5	-1	-6	0	0	0	0	0	0	0	0	0	0	76	58
Bus	1	1	0	4	2	1	0	0	0	0	0	0	0	0	0	3	0	-2	0	0	0	0	0	0	0	0	0	0	3	7
Walk/Other	21	21	0	7	12	8	0	0	0	0	0	0	0	0	0	3	0	-2	0	0	0	0	0	0	0	0	0	0	33	37
Total	26	26	1	31	100	64	0	0	0	0	0	0	0	0	0	16	-2	-16	0	0	0	0	0	0	0	0	0	0	125	121
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	3	1	1	7	8	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	12	11
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	2	1	48	59	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	52	62
Bus	1	1	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	28	23	1	1	8	9	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38	33
Total	34	28	5	3	64	78	0	0	0	0	0	0	0	0	3	1	-1	-1	0	0	0	0	0	0	0	0	0	0	105	109
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	6	0	4	11	0	0	0	0	0	0	0	0	3	0	-5	-1	0	0	0	0	0	0	0	0	0	0	9	11
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	1	1	7	1	5	12	0	0	0	0	0	0	0	0	4	1	-5	-1	0	0	0	0	0	0	0	0	0	0	12	14
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	7	10	6	0	0	0	0	0	0	0	0	0	3	-1	-5	0	0	0	0	0	0	0	0	0	0	11	13
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	1	8	10	6	0	0	0	0	0	0	0	0	1	4	-1	-5	0	0	0	0	0	0	0	0	0	0	13	15
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	1	4	5	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	7	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	1	1	4	5	0	0	0	0	0	0	0	0	1	0	-1	-1	0	0	0	0	0	0	0	0	0	0	7	7

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 45

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 46

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 47

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	12,496 gsf		31,681 gsf		951 DU		0 gsf		8,625 gsf		0 gsf		0 gsf		31,681 gsf		21,121 gsf		0 gsf		0 gsf		113,121 gsf		0.75 acres 32,670 gsf		0.75 acres 32,670 gsf			
Peak Hour Trips:																														
AM	24		68		768		0		46		0		0		68		42		0		0		202		2		4		1,224	
Midday	146		86		384		0		152		0		0		86		34		0		0		456		2		6		1,352	
PM	78		80		846		0		132		0		0		80		44		0		0		254		2		6		1,522	
Saturday	90		22		730		0		130		0		0		22		6		0		0		266		4		10		1,280	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	18	1	20	63	0	0	3	2	0	0	0	0	18	1	14	2	0	0	0	0	6	4	0	0	0	0	80	74
Taxi	0	0	3	0	1	2	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	0	11	6
Subway	0	0	21	1	138	437	0	0	7	7	0	0	0	0	21	1	13	2	0	0	0	0	4	2	0	0	0	0	204	450
Bus	0	0	8	1	4	12	0	0	0	0	0	0	0	0	8	1	4	1	0	0	0	0	7	5	0	0	0	0	31	20
Walk/Other	11	11	14	1	22	69	0	0	11	10	0	0	0	0	14	1	5	1	0	0	0	0	105	67	1	1	2	2	185	163
Total	12	12	64	4	185	583	0	0	24	22	0	0	0	0	64	4	36	6	0	0	0	0	123	79	1	1	2	2	511	713
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	8	8	1	1	21	21	0	0	8	8	0	0	0	0	1	1	0	0	0	0	0	0	13	10	0	0	1	1	53	50
Taxi	0	0	0	1	1	1	0	0	10	10	0	0	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	0	14	15
Subway	2	2	2	4	143	143	0	0	22	22	0	0	0	0	2	4	1	1	0	0	0	0	8	6	0	0	0	0	180	182
Bus	1	1	2	4	4	4	0	0	2	2	0	0	0	0	2	4	1	1	0	0	0	0	15	12	0	0	0	0	27	28
Walk/Other	62	62	28	43	23	23	0	0	34	34	0	0	0	0	28	43	15	15	0	0	0	0	213	174	1	1	2	2	406	397
Total	73	73	33	53	192	192	0	0	76	76	0	0	0	0	33	53	17	17	0	0	0	0	252	204	1	1	3	3	680	672
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	22	56	36	0	0	9	4	0	0	0	0	1	22	2	16	0	0	0	0	4	9	0	0	1	1	78	114
Taxi	0	0	0	4	2	1	0	0	13	7	0	0	0	0	0	4	0	0	0	0	0	0	1	2	0	0	0	0	16	18
Subway	1	1	1	24	386	247	0	0	25	12	0	0	0	0	1	24	2	13	0	0	0	0	2	5	0	0	0	0	418	326
Bus	1	1	1	10	11	7	0	0	2	1	0	0	0	0	1	10	1	4	0	0	0	0	4	11	0	0	0	0	21	44
Walk/Other	33	33	1	16	61	39	0	0	40	19	0	0	0	0	1	16	1	5	0	0	0	0	63	153	1	1	2	2	203	284
Total	39	39	4	76	516	330	0	0	89	43	0	0	0	0	4	76	6	38	0	0	0	0	74	180	1	1	3	3	736	786
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	4	4	3	35	43	0	0	7	7	0	0	0	0	4	3	2	2	0	0	0	0	7	7	0	0	1	1	65	70
Taxi	0	0	1	0	1	2	0	0	10	10	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	14	13
Subway	1	1	3	3	246	301	0	0	19	19	0	0	0	0	3	3	1	1	0	0	0	0	4	4	0	0	1	1	278	333
Bus	1	1	2	1	7	8	0	0	1	1	0	0	0	0	2	1	0	0	0	0	0	0	8	8	0	0	1	1	22	21
Walk/Other	43	34	3	2	39	48	0	0	28	28	0	0	0	0	3	2	0	0	0	0	0	0	111	115	2	2	2	2	231	233
Total	50	40	13	9	328	402	0	0	65	65	0	0	0	0	13	9	3	3	0	0	0	0	131	135	2	2	5	5	610	670
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	14	1	18	56	0	0	1	1	0	0	0	0	14	1	12	2	0	0	0	0	4	2	0	0	0	0	64	64
Taxi	0	0	2	0	1	2	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	0	7	4
Taxi (Balanced)	0	0	2	2	3	3	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	11	11
Truck	0	0	1	1	3	3	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	2	2	0	0	0	0	8	8
Total	1	1	17	4	24	62	0	0	3	3	0	0	0	0	17	4	13	3	0	0	0	0	8	6	0	0	0	0	83	83
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	1	1	13	13	0	0	4	4	0	0	0	0	1	1	0	0	0	0	0	0	8	6	0	0	0	0	31	29
Taxi	0	0	0	1	1	1	0	0	4	4	0	0	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	7	8
Taxi (Balanced)	0	0	1	1	2	2	0	0	8	8	0	0	0	0	1	1	0	0	0	0	0	0	3	3	0	0	0	0	15	15
Truck	0	0	1	1	3	3	0	0	1	1	0	0	0	0	1	1	1	1	0	0	0	0	2	2	0	0	0	0	9	9
Total	4	4	3	3	18	18	0	0	13	13	0	0	0	0	3	3	1	1	0	0	0	0	13	11	0	0	0	0	55	53
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	1	17	50	32	0	0	4	2	0	0	0	0	1	17	2	13	0	0	0	0	2	5	0	0	0	0	62	88
Taxi	0	0	0	3	2	1	0	0	6	3	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	9	11
Taxi (Balanced)	0	0	3	3	3	3	0	0	9	9	0	0	0	0	3	3	0	0	0	0	0	0	2	2	0	0	0	0	20	20
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	2	2	4	20	54	36	0	0	13	11	0	0	0	0	4	20	2	13	0	0	0	0	4	7	0	0	0	0	83	109
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	3	2	22	27	0	0	3	3	0	0	0	0	3	2	2	2	0	0	0	0	4	4	0	0	0	0	40	42
Taxi	0	0	1	0	1	1	0	0	4	4	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	8	6
Taxi (Balanced)	0	0	1	1	2	2	0	0	8	8	0	0	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	14	14
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
Total	3	2	4	3	25	30	0	0	11	11	0	0	0	0	4	3	3	3	0	0	0	0	6	6	0	0	0	0	56	58

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 48

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-24,457 gsf		-15,256 gsf		829 DU		0 gsf		0 gsf		9,200 gsf		0 gsf		0 gsf		19,072 gsf		0 gsf		19,072 gsf		46,000 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	-46		-34		670		0		0		82		0		0		38		0		156		82		0		0		948	
Midday	-286		-42		336		0		0		98		0		0		32		0		184		186		0		0		508	
PM	-150		-38		736		0		0		162		0		0		40		0		128		104		0		0		982	
Saturday	-176		-10		638		0		0		192		0		0		4		0		126		108		0		0		882	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	-9	-1	17	55	0	0	0	0	10	7	0	0	0	0	13	2	0	0	23	14	3	2	0	0	0	0	54	76
Taxi	0	0	-2	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6	4	1	0	0	0	0	0	7	7
Subway	-1	-1	-10	-1	120	381	0	0	0	0	7	5	0	0	0	0	12	2	0	0	57	35	2	1	0	0	0	0	187	422
Bus	0	0	-4	0	3	11	0	0	0	0	2	1	0	0	0	0	4	0	0	0	9	5	3	2	0	0	0	0	17	19
Walk/Other	-19	-19	-7	0	19	61	0	0	0	0	28	20	0	0	0	0	4	1	0	0	2	1	42	26	0	0	0	0	69	90
Total	-23	-23	-32	-2	160	510	0	0	0	0	48	34	0	0	0	0	33	5	0	0	97	59	51	31	0	0	0	0	334	614
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-16	-16	0	-1	18	18	0	0	0	0	9	11	0	0	0	0	0	0	0	0	21	23	5	4	0	0	0	0	37	39
Taxi	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	5	6	1	1	0	0	0	0	8	10
Subway	-4	-4	-1	-2	125	125	0	0	0	0	6	7	0	0	0	0	1	1	0	0	50	58	3	3	0	0	0	0	180	188
Bus	-3	-3	-1	-2	4	4	0	0	0	0	2	2	0	0	0	0	1	1	0	0	8	9	6	5	0	0	0	0	17	16
Walk/Other	-120	-120	-14	-21	20	20	0	0	0	0	26	32	0	0	0	0	14	14	0	0	2	2	87	71	0	0	0	0	15	-2
Total	-143	-143	-16	-26	168	168	0	0	0	0	44	54	0	0	0	0	16	16	0	0	86	98	102	84	0	0	0	0	257	251
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-8	-8	-1	-10	48	31	0	0	0	0	16	18	0	0	0	0	2	13	0	0	11	20	2	4	0	0	0	0	70	68
Taxi	0	0	0	-2	2	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	3	5	0	1	0	0	0	0	7	8
Subway	-2	-2	-1	-11	337	215	0	0	0	0	11	12	0	0	0	0	2	12	0	0	26	49	1	2	0	0	0	0	374	277
Bus	-2	-2	0	-5	9	6	0	0	0	0	3	3	0	0	0	0	1	4	0	0	4	7	2	4	0	0	0	0	17	17
Walk/Other	-63	-63	0	-8	53	34	0	0	0	0	44	50	0	0	0	0	1	5	0	0	1	2	26	62	0	0	0	0	62	82
Total	-75	-75	-2	-36	449	287	0	0	0	0	76	86	0	0	0	0	6	34	0	0	45	83	31	73	0	0	0	0	530	452
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-11	-9	-2	-1	31	38	0	0	0	0	21	20	0	0	0	0	1	1	0	0	15	15	3	3	0	0	0	0	58	67
Taxi	0	0	0	0	1	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	4	4	1	1	0	0	0	0	9	9
Subway	-3	-2	-2	-1	215	263	0	0	0	0	14	13	0	0	0	0	1	1	0	0	36	38	2	2	0	0	0	0	263	314
Bus	-2	-2	-1	-1	6	7	0	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	3	3	0	0	0	0	16	17
Walk/Other	-80	-67	-1	-1	34	42	0	0	0	0	56	54	0	0	0	0	0	0	0	0	1	1	44	46	0	0	0	0	54	75
Total	-96	-80	-6	-4	287	351	0	0	0	0	98	94	0	0	0	0	2	2	0	0	62	64	53	55	0	0	0	0	400	482
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	-7	-1	15	49	0	0	0	0	6	4	0	0	0	0	11	2	0	0	15	9	2	1	0	0	0	0	40	62
Taxi	0	0	-2	0	1	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	3	1	0	0	0	0	0	5	6
Taxi (Balanced)	0	0	-2	-2	3	3	0	0	0	0	2	2	0	0	0	0	0	0	0	0	7	7	1	1	0	0	0	0	11	11
Truck	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	5	5
Total	-2	-2	-9	-3	21	55	0	0	0	0	8	6	0	0	0	0	12	3	0	0	22	16	4	3	0	0	0	0	56	78
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-8	-8	0	-1	11	11	0	0	0	0	6	7	0	0	0	0	0	0	0	0	14	15	3	2	0	0	0	0	26	26
Taxi	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	4	1	1	0	0	0	0	6	7
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	7	7	2	2	0	0	0	0	13	13
Truck	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	4	4
Total	-8	-8	0	-1	15	15	0	0	0	0	8	9	0	0	0	0	1	1	0	0	21	22	6	5	0	0	0	0	43	43
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	-1	-8	43	28	0	0	0	0	10	11	0	0	0	0	2	11	0	0	7	13	1	2	0	0	0	0	58	53
Taxi	0	0	0	-2	2	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	5	5
Taxi (Balanced)	0	0	-2	-2	3	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5	1	1	0	0	0	0	10	10
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-4	-4	-3	-10	46	31	0	0	0	0	13	14	0	0	0	0	2	11	0	0	12	18	2	3	0	0	0	0	68	63
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-6	-5	-2	-1	20	24	0	0	0	0	11	11	0	0	0	0	1	1	0	0	10	10	2	2	0	0	0	0	36	42
Taxi	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	1	1	0	0	0	0	7	7
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	2	2	0	0	0	0	14	14
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
Total	-6	-5	-2	-1	23	27	0	0	0	0	15	15	0	0	0	0	2	2	0	0	16	16	4	4	0	0	0	0	52	58

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 49

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 50

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 51

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 52

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	3,220 gsf		0 gsf		145 DU		0 gsf		0 gsf		11,500 gsf		0 gsf		0 gsf		-2,520 gsf		0 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	6		0		118		0		0		102		0		0		-6		0		0		0		0		0		220	
Midday	38		0		60		0		0		122		0		0		-4		0		0		0		0		0		216	
PM	20		0		130		0		0		202		0		0		-6		0		0		0		0		0		346	
Saturday	24		0		112		0		0		240		0		0		-2		0		0		0		0		0		374	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	10	0	0	0	0	12	9	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	13	19
Taxi	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Subway	0	0	0	0	21	67	0	0	0	0	8	6	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	27	73
Bus	0	0	0	0	1	2	0	0	0	0	2	2	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	2	4
Walk/Other	3	3	0	0	3	11	0	0	0	0	35	25	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	0	40	39
Total	3	3	0	0	28	90	0	0	0	0	59	43	0	0	0	0	-6	0	0	0	0	0	0	0	0	0	0	0	84	136
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	3	3	0	0	0	0	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	19
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Subway	1	1	0	0	22	22	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	32
Bus	0	0	0	0	1	1	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	16	16	0	0	4	4	0	0	0	0	33	37	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	51	55
Total	19	19	0	0	30	30	0	0	0	0	57	65	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	104	112
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	9	5	0	0	0	0	20	22	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	30	26
Taxi	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Subway	0	0	0	0	60	38	0	0	0	0	13	15	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	73	51
Bus	0	0	0	0	2	1	0	0	0	0	4	4	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	6	4
Walk/Other	9	9	0	0	9	6	0	0	0	0	55	63	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	0	73	77
Total	10	10	0	0	80	50	0	0	0	0	95	107	0	0	0	0	0	-6	0	0	0	0	0	0	0	0	0	0	185	161
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	5	7	0	0	0	0	26	25	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	31	32
Taxi	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway	0	0	0	0	38	47	0	0	0	0	17	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	63
Bus	0	0	0	0	1	1	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Walk/Other	12	10	0	0	6	7	0	0	0	0	70	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	85
Total	13	11	0	0	50	62	0	0	0	0	122	118	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	184	190
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	9	0	0	0	0	8	6	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	9	15
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	4	10	0	0	0	0	10	8	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	12	18
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	2	2	0	0	0	0	8	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	12
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	2	2	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	8	4	0	0	0	0	13	14	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	22	17
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	8	4	0	0	0	0	17	18	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	26	21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	3	4	0	0	0	0	14	13	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	17	17
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	3	4	0	0	0	0	18	17	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0	21	21

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 53

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 54

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 55

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 56

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 57

Land Use:	Local Retail		Office		Residential		Destination Retail		Restaurant		Supermarket		Auto Repair		Innovation Economy		Light Industrial		Warehouse		Medical Office		Community Center		Passive Waterfront Park		Active Waterfront Park		Total	
Size/Units:	-5,069 gsf		0 gsf		21 DU		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 gsf		0 acres 0 gsf		0 acres 0 gsf			
Peak Hour Trips:																														
AM	-10		0		18		0		0		0		0		0		0		0		0		0		0		0		8	
Midday	-60		0		8		0		0		0		0		0		0		0		0		0		0		0		-52	
PM	-32		0		20		0		0		0		0		0		0		0		0		0		0		0		-12	
Saturday	-36		0		16		0		0		0		0		0		0		0		0		0		0		0		-20	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-4	-4	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-2
Total	-5	-5	0	0	4	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	-1	-1	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-25	-25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-25	-25
Total	-30	-30	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-26	-26
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	6
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-14	-14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-13
Total	-16	-16	0	0	12	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	-8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	-1	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	7
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	-17	-14	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-16	-13
Total	-20	-16	0	0	7	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-13	-7
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-2	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 58

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

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Site 59

Land Use: / Size/Units:	Local Retail 0 gsf		Office 36,297 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 -36,297 gsf		Medical Office 0 gsf		Community Center 0 gsf		Passive Waterfront Park 0 acres 0 gsf		Active Waterfront Park 0 acres 0 gsf		Total	
Peak Hour Trips:																														
AM	0		78		0		0		0		0		0		0		0		-4		0		0		0		0		74	
Midday	0		98		0		0		0		0		0		0		0		-6		0		0		0		0		92	
PM	0		92		0		0		0		0		0		0		0		-4		0		0		0		0		88	
Saturday	0		24		0		0		0		0		0		0		0		-2		0		0		0		0		22	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	20	0
Taxi	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
Subway	0	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	22	1
Bus	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
Walk/Other	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1
Total	0	0	73	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	71	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	1	2
Bus	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
Walk/Other	0	0	32	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	49
Total	0	0	39	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	-3	0	0	0	0	0	0	0	0	36	56
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	1	23
Taxi	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Subway	0	0	1	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	1	27
Bus	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11
Walk/Other	0	0	1	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	19
Total	0	0	4	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	0	4	84
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	4	3
Bus	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Walk/Other	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Total	0	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	13	9
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	16	0
Taxi	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0
Total	0	0	21	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	19	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	-2	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	1	18
Taxi	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Taxi (Balanced)	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	4	21
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	0	0	0	0	0	0	3	3

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip 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		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		12	
Midday	68		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		36	
Saturday	42		0		0		0		0		0		0		0		0		0		0		0		0		0		42	
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Total	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28
Total	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15
Total	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	19	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	16
Total	23	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	19
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1

Notes:
70% linked trip credit applied to local retail use; 0% AM, 25% MD, 15% PM and 15% Saturday link trip credit applied to restaurant use.

Appendix 3

Air Quality Analysis Methodology Memorandum

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Memorandum

To:	New York City Department of City Planning
From:	Henry Kearney, AKRF, Inc.
Date:	March 21, 2019
Re:	Gowanus Neighborhood Rezoning EIS – Air Quality Analysis Methodology
cc:	Brianna Shaw, Robert White, Patrick Blanchfield (AKRF, Inc.)

The purpose of this memorandum is to describe the air quality analysis approach for the Gowanus Neighborhood Rezoning Environmental Impact Statement (EIS). A total of 133 development sites (60 projected and 73 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 60 projected development sites under the With Action condition would consist of residential, commercial, industrial, and community facility uses, as well as parking. The analysis year is 2035. In addition, there are 54 industrial source permits in the area that are assumed to be active and may need to be analyzed for their potential impacts to future residents of the Project Area.

This memorandum presents a summary of the methodology and assumptions to be used for the both the mobile and stationary source air quality analyses of the Proposed Actions.

MOBILE SOURCE ANALYSIS

INTERSECTION SELECTION

The mobile source analysis will evaluate the Proposed Actions for potential impacts from carbon monoxide (CO), and fine particulate matter less than 10 microns in diameter (PM_{10}) and less than 2.5 microns in diameter ($PM_{2.5}$) due to vehicular traffic anticipated to be generated by the Proposed Actions. Based on a preliminary review of the study area roadway configuration, and the traffic patterns conducted for the No Action and With Action conditions, it is anticipated that projected vehicle trips generated by the Proposed Actions may exceed the CO threshold of 170 vehicles in a peak hour at a number of intersections in the study area. For PM_{10} and $PM_{2.5}$, the screening procedure outlined in the *CEQR Technical Manual* is based on determining whether the projected number of vehicles trips at an intersection exceeds thresholds based on heavy-duty diesel vehicle (HDDV) equivalents. The thresholds are as follows:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles;
- 19 or more HDDV for collector roads;
- 23 or more HDDV for principal and minor arterials; or

- 23 or more HDDV for expressways and limited access roads.

To determine whether any of these thresholds are exceeded, the worksheet referenced in Section 201 of the *CEQR Technical Manual* will be utilized to calculate the equivalent number of HDDV equivalents at intersections in the traffic study area. The worksheet uses vehicle classification information based on the traffic data collected for the project, and assigns these classifications to vehicle categories using a table referenced in the *CEQR Technical Manual*[1]. Roadway classifications will be determined by corridor at each intersection, based on NYCDOT functional class criteria and With Action traffic volumes.

It is anticipated that the highest concentration of vehicle trips will be determined to be in the following areas:

- Along the Smith Street corridor between 3rd Place and West 9th Street;
- Along the Hoyt Street Corridor between 2nd Street and 5th Street;
- Along the 3rd Avenue corridor between Douglass Street and 11th Street; and
- Along the Bond Street corridor between Bergen Street and 5th Street.

If any intersection is determined to exceed the CO and/or PM mobile source screening thresholds, it will be considered for analysis. Selection of specific intersections for analysis will depend on the baseline and No Action traffic conditions along with the vehicular trip generation and distribution under the proposed action (this data is anticipated to be available in March). The selected intersections will be submitted for review and approval to DCP. If additional intersections warrant analysis, justification for their inclusion will be provided to DCP for review and approval; however, based on preliminary review of the study area, it is anticipated that no more than four (4) intersections in total will be analyzed.

DISPERSION MODELING

The CO mobile source analysis will be conducted, if necessary, using the Tier 1 CAL3QHC model Version 2.0[2] at all intersections identified. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption and includes an algorithm for estimating vehicular queue lengths at signalized intersections. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The queuing algorithm includes site-specific traffic parameters, such as signal timing and delay (from the 2000 *Highway Capacity Manual* traffic forecasting model), saturation flow rate, vehicle arrival type, and signal actuation (i.e., pre-timed or actuated signal) characteristics to project the number of idling vehicles.

Following the EPA guidelines[3], CAL3QHC computations will be performed using a wind speed of 1 meter per second, and the neutral stability class D. An assumed surface roughness of 1.75 meters will be used. The 8-hour average CO concentrations will be estimated from the predicted 1-hour average CO concentrations using a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes. The $PM_{2.5}$ mobile source analysis will be conducted, if necessary, using the refined (Tier 2) version of the model, CAL3QHCR. CAL3QHCR is an extended module of the CAL3QHC model which allows for the incorporation of hourly traffic and meteorological data. Five years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be used in the refined modeling. Off-peak traffic volumes will be determined by adjusting the peak period volumes based on the 24-hour distributions of actual vehicle counts collected at appropriate locations.

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[1] MOBILE6 Input Data Format Reference Tables, August 14, 2003.

[2] EPA, User's Guide to CAL3QHC, A Modeling Methodology for Predicted Pollutant Concentrations Near Roadway Intersections, Office of Air Quality, Planning Standards, Research Triangle Park, North Carolina, EPA-454/R-92-006.

[3] *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

METEOROLOGY

Tier I CO Analysis—CAL3QHC

Following the EPA guidelines[4], CAL3QHC computations would be performed using a wind speed of one meter per second, and the neutral stability class D. The eight-hour average CO concentrations will be estimated by multiplying the predicted one-hour average CO concentrations by a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes. A surface roughness of 3.21 meters would be used. At each receptor location, concentrations will calculated for all wind directions, and the highest predicted concentration was reported, regardless of frequency of occurrence. These assumptions ensure that reasonable worst-case meteorology would be used to estimate impacts.

Tier II $PM_{2.5}$ Analysis—CAL3QHCR

The CAL3QHCR model includes the modeling of hourly concentrations based on hourly traffic data and five years of monitored hourly meteorological data. The data would consist of surface data collected at LaGuardia Airport and upper air data collected at Brookhaven, New York for the period 2013–2017. All hours would be modeled, and the highest resulting concentration for each averaging period will be presented

ANALYSIS YEAR

The microscale analyses would be performed for 2035, the year by which the Proposed Actions is likely to be completed. The future analysis would be performed both without the Proposed Actions (the No-Action condition) and with the Proposed Actions (the With-Action condition).

BACKGROUND CONCENTRATIONS

The background concentrations that would be used in the mobile source analysis are on concentrations recorded at a monitoring station representative of the county or from the nearest available monitoring station and in the statistical format of the NAAQS, as provided in the *CEQR Technical Manual*. These represent the most recent 3-year average for 24-hour average $PM_{2.5}$, the highest value from the three most recent years of data available for PM_{10}, and the highest value from the five most recent years of data available for CO. The background concentrations are presented in **Table 1**.

Table 1
Maximum Background Pollutant Concentrations for Mobile Source Analysis

Pollutant	Average Period	Location	Concentration	NAAQS
CO	1-hour	Queens College	1.9 ppm	35 ppm
	8-hour	Queens College	1.4 ppm	9 ppm
PM10	24-hour	Division Street	44 µg/m3	150 µg/m3
PM2.5	24-hour	JHS 126	19.6 µg/m3	35 µg/m3
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2013-2017.				

RECEPTOR PLACEMENT

Multiple receptors (i.e., precise locations at which concentrations are predicted) would be modeled at each of the selected sites; receptors will be placed along the approach and departure links at a 25 foot interval out to 200 feet in each direction. Ground-level receptors would be placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on the New York City Department of Environmental Protection (DEP) guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis would be placed at a distance of 15 meters, from the nearest moving lane at each analysis location.

[4] *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

EMISSION FACTORS

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling would be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES.[5] This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project specific traffic data obtained through field studies as well as county-specific hourly temperature and relative humidity data obtained from NYSDEC will be used.

To account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates will include fugitive road dust. However, since the New York City Department of Environmental Protection (DEP) considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[6] and the *CEQR Technical Manual*.

If maximum predicted $PM_{2.5}$ concentrations result in a potential impact, refinements to the analysis would be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours. If further refinements are necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis, or the use of traffic mitigation measures, will be discussed with both DCP and PHA.

PARKING GARAGE ANALYSIS

A number of projected development sites will have parking garages, particularly the larger sites. Based on parking garage locations and sizes, an analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated. AKRF will provide DCP with a list (approximately three locations based on preliminary review) of parking facilities to be analyzed.

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STATIONARY SOURCES

HEATAND HOT WATER SYSTEMS

Projected and Potential Development Site Screening

The analysis of fossil fuel-fired heat and hot water systems of the proposed development sites will consider impacts following the screening procedures outlined in the 2014 *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as "project-on-project impacts" for both projected and potential development sites. The nearest existing building and/or projected development of a similar or greater height will be analyzed as the potential receptor. Since information on the heat and hot water systems' design is not available, it will be assumed that exhaust stacks would be located 3 feet above roof height (as per the *CEQR Technical Manual*), and that No. 2 fuel oil or natural gas would be utilized. If the

[5] EPA, MOVES Model, User Guide for MOVES2014a, December 2015.

[6] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

results pass the screening analysis, the proposed development site is determined to result in no potential significant adverse air quality impacts using No. 2 fuel oil or natural gas.

If the results fail the initial screening with No. 2 fuel oil and/or natural gas, a refined analysis would be performed for that development site using the AERMOD model. For this analysis, five years of meteorological data (2013-2017) from the John F. Kennedy Airport National Weather Service station and concurrent upper air data, will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2, for sites where fuel oil was modeled), and particulate matter (PM_{10} and $PM_{2.5}$) will be determined at affected sites.

Receptors

Receptors would be placed at elevated locations on all facades and at multiple elevations on buildings that were predicted to be potentially impacted based on the screening analysis, to identify maximum pollutant concentrations. Generally, receptors would be spaced at a 3 meter interval vertically to represent individual floors of a building, while horizontally, receptor spacing would be a minimum of three meters and a maximum of 10 meters.

Emission Estimates and Stack Parameters

Fuel consumption will be estimated based on procedures outlined in the *CEQR Technical Manual*. Using worst-case assumptions, fuel will be assumed to be No. 2 fuel oil for SO_2 and PM, and natural gas for NO_2.

Emission factors from the fuel oil and natural gas combustion sections of EPA's AP-42 will be used to calculate emission rates for the projected and potential development site's heat and hot water systems. Annual NO_2 concentrations from heating and hot water sources will be estimated using a NO_2 to NO_x ratio of 0.75, as described in EPA's *Guideline on Air Quality Models* at 40 CFR part 51 Appendix W, Section 5.2.4.[7]

One-Hour average NO_2 concentration increments associated with the projected and potential development sites' hot water systems will be estimated using AERMOD model's Plume Volume Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. The PVMRM module incorporates hourly background ozone concentrations to estimate NO_x transformation within the source plume. Ozone concentrations will be taken from the NYSDEC Queens College monitoring station that is the nearest ozone monitoring station and has complete five years of hourly data available. An initial NO_2 to NO_x ratio of ten percent at the source exhaust stack will be assumed, which is considered representative for boilers.

The methodology used to determine the compliance of total one-hour NO_2 concentrations from the proposed sources with the one-hour NO_2 NAAQS will be based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from proposed sources will be first added to the seasonal hourly background monitored concentrations; then the highest combined daily one-hour NO_2 concentration will be determined at each receptor location and the 98th percentile daily one-hour maximum concentration for each modeled year calculated within the AERMOD model; finally the 98th percentile concentrations will be averaged over the latest five years.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (see **Table 2**). To develop background levels, concentrations measured at the most representative NYSDEC ambient monitoring station over the latest available five-year period (2013-2017) will be used for annual average NO_2 background (consistent with DEP guidance), while the latest available three-year period will be used for the 24-hour PM_{10} background concentration.

[7] http://www.epa.gov/scram001/guidance/guide/appw_05.pdf

Table 2
Background Pollutant Concentrations for Stationary Souce Analysis

Pollutant	Average Period	Location	Concentration (µg/m³)	NAAQS (µg/m³)
NO_2	Annual[1]	Queens College	32.9	100
	1-hour[2]		112.3	188
SO_2	1-hour[3]	Queens College	42.1	196
$PM_{2.5}$	24-hour	JHS 126	19.6	35
PM_{10}	24-Hour[4]	Division Street	44	150

Notes:
[1] Annual average NO_2 background concentration is based on the 5-year highest value from 2013-2017.
[2] The One-Hour NO_2 background concentration is based on the maximum 98th percentile One-Hour NO_2 concentration averaged over three years of data, from 2015-2017.
[3] The One-Hour SO_2 background concentration is based on the maximum 99th percentile concentration averaged over three years of data, from 2015-2017.
[4] PM_{10} is based on the 3-year highest second-highest value from 2015-2017.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2008-2017.

$PM_{2.5}$ annual average impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria, without considering the annual background. Therefore the annual $PM_{2.5}$ background is not presented in the table. The $PM_{2.5}$ 24-hour average background concentration of 19.6 µg/m³ (based on the 2015 to 2017 average of 98th percentile concentrations measured at the JHS 126 monitoring station) will be used to establish the *de minimis* value for the 24-hour increment, consistent with the guidance provided in the *CEQR Technical Manual.*

Determining the Significance of Air Quality Impacts

For the refined stationary source analysis, the exhaust stacks for the heat and hot water systems will be assumed to be located at the edge of the development massing closest to the receptor, unless the source and receptor were immediately adjacent to each other. In these cases, the stack will be assumed to be located at an initial distance of 10 feet from the nearest receptor. If a source could not meet the NAAQS or $PM_{2.5}$ *de minimis* criteria, the stack would then be set back in 5 foot increments, until the source met the respective criteria. If necessary, further restrictive measures will be considered, including use of low NO_x burners, increasing stack heights, or a combination of these measures.

Predicted values will be compared with National Ambient Air Quality Standards (NAAQS) for NO_2, SO_2 and PM_{10}, and the City's CEQR *de minimis* criteria for $PM_{2.5}$. In the event that violations of standards are predicted, an air quality E-designation (or other equivalent restriction, as appropriate) would be proposed for the site, describing the fuel and/or heat and hot water system exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

HEAT AND HOT WATER SYSTEM CLUSTER ANALYSIS

A cumulative impact analysis will be performed for development sites with a similar height located in close proximity to one another (i.e., site clusters). The proposed action area RWCDS development sites will be studied to determine cluster selection. Development sites will be evaluated for grouping based on the following criteria:

- Density and scale of development;
- Similarity of height; and
- Proximity to other buildings of a similar or greater height.

Based on the criteria above, it is anticipated that 3 to 4 clusters would be selected for analysis.

The heat and hot water system cluster analysis will be performed using the EPA AERSCREEN Model (Version 16216). The AERSCREEN model is a screening version of the AERMOD refined model, and is used for determining maximum concentrations from a single source using predefined meteorological conditions.

The AERSCREEN analysis will be performed to identify impacts of SO_2, NO_2, PM_{10}, and $PM_{2.5}$. Using information in the Air Quality Appendix of the *CEQR Technical Manual*, an estimate of the emissions from the cluster development's heat and hot water systems will be made. The appendix includes tables which can be used to estimate emissions based on the development size, type of fuel used and type of construction. Fuel consumption factors of 58.5 ft^3/ft^2-year and 0.43 gal/ft^2-year will be used for natural gas and fuel oil, respectively, for residential developments. For commercial developments, fuel consumption emission factors of 45.2 ft^3/ft^2-year for natural gas and 0.21 gal/ft^2-year for fuel oil will be used. Mixed-use developments will use the residential fuel consumption factors since they are more conservative. Short-term factors will be determined by using peak hourly fuel consumption estimates for heating and cooling systems.

Emission factors for each fuel will be obtained from the EPA *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources*. The SO_2 emissions rates will be calculated based on a maximum fuel oil sulfur content of 0.0015 percent (based on use of ultra-low sulfur No. 2 oil) the fuel using the appropriate AP-42 formula.

The distance from the source clusters to the nearest buildings will be used in the modeling analysis. The analysis will focus on existing buildings or other projected or potential development sites which are of a similar or greater height compared to the source cluster.

The AERSCREEN model predicts impacts over a 1-hour average using default meteorology. In order to predict pollutant concentrations over longer periods of time, EPA-referenced persistence factors will be used. These consist of 0.6 and 0.1 for the 24-hour and annual average periods, respectively.

The AERSCREEN analysis will initially be performed assuming No. 2 oil as the fuel type for the clusters. The results of the analysis will be added to background concentrations to determine whether impacts are below ambient air quality standards. If maximum predicted concentrations from a cluster are predicted to exceed a standard, the analysis will be performed using natural gas as the fuel type. In the event that an exceedance of a standard is predicted with both No. 2 fuel oil and natural gas, a refined modeling analysis using the EPA AERMOD model will be performed. Buildings within the cluster would be modeled individually since the AERMOD model is capable of analyzing impacts from multiple pollutant sources. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

INDUSTRIAL SOURCE ANALYSIS

Analysis of Potential Impacts from Existing Uses

A summary of air permit information was developed in 2016, which was provided to AKRF by DCP, of potential process and manufacturing sources located within and around the rezoning area. As per the scope of work, AKRF reviewed the DEP permit data received from City Planning to determine which industrial sources are within 400 feet of a projected or potential development site. The permitted facilities were geo-referenced to identify those permits within a radius of 400 feet of the development sites. Any industrial sources beyond 400 feet of a projected or potential development site were excluded from analysis.

Next, a review of the DEP Clean Air Tracking System Information permit database was performed to identify any additional permits not already identified in the 2016 permit information.[8] These included more recently permitted emission sources.

The air quality analysis excludes industrial sources located at projected development sites since the Proposed Actions assumes that all such sites would be redeveloped. However, for potential development sites, the industrial source analysis will be performed two ways, as follows:

- Assuming the site is developed, in which case the industrial source is not assumed to be operating in the Build Condition. In this case, potential air quality impacts from other industrial sources in the study area will be analyzed to evaluate their potential effects on the development site.
- Assuming the site is not developed, in which case the industrial source is assumed to be operating in the Build Condition, and its potential effects on other proposed development sites will be determined.

As shown in **Table 3**, a total of 54 permits were determined to be within 400 feet of at least one projected or potential development site, and not located on a projected development site. Therefore, these permits will be included in the industrial source analysis. Development sites will not be considered as receptors for the industrial source analysis if there are no industrial sources analyzed that are located within 400 feet of the site.

Once the additional industrial permits are received, they will be reviewed to determine if any should be excluded from the analysis based on the type of operation. For example, emergency generators are not considered industrial sources of emissions; therefore, these sources would not be analyzed. In addition, some of the permits are for sources not to be considered a concern in terms of air toxics (e.g., dry cleaners with 4th generation controls). A subsequent field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites that have sources of emissions that would warrant an analysis. If any such sources are identified; further consultation will be made with DCP to determine procedures for estimating emissions from these sources.

Table 4 summarizes the projected development sites proposed for the Gowanus Rezoning EIS, presenting whether industrial sources were identified within 400 feet of the site. **Table 5** summarizes the potential development sites proposed for the Gowanus Rezoning EIS. As seen in the tables, 54 of the projected development sites and 66 of the potential development sites are located within 400 feet from an analyzed industrial source. Therefore, these sites will be considered as receptors for the industrial source air quality analysis.

A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to DEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

Analysis of Potential Impacts from Future Uses

The Proposed Actions would result in some developments containing a mix of residential, non-residential, and light industrial development. Specifically, the development expected to occur under the RWCDS for the Proposed Actions includes 77,371 square feet (sf) of industrial uses at six projected development sites

[8] DEP. *Clean Air Tracking System database*. https://a826-web01.nyc.gov/DEP.BoilerInformationExt. Accessed January 15, 2019.

(excluding warehousing and self-storage uses) and 33,311 sf of industrial use at five potential development sites. Therefore, potential impacts from pollutant emissions from manufacturing that would be co-located within the same building with sensitive receptors, and of manufacturing uses on nearby sensitive receptors in other projected and potential development sites will be evaluated.

Representative profiles of potential sources will be developed based on existing permit data for the potential use categories located in New York City. EPA's AERMOD dispersion model will be used to estimate the short-term and annual concentrations of air toxic pollutants at sensitive receptor locations in the Project Area. Predicted impacts on sensitive receptors will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in NYSDEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts.

LARGE OR MAJOR SOURCES

A review of New York State Department of Environmental Conservation (NYSDEC) Title V permits and the Environmental Protection Agency (EPA) Envirofacts database will be performed to identify any federal or state-permitted facilities. Existing large and major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) within 1,000 feet of the development sites will be identified. An analysis of these sources will be performed to assess their potential effects on projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERSCREEN model compared with NAAQS for NO_2, SO_2, and PM_{10}, as well as the *de minimis* criteria for $PM_{2.5}$. In the event that an exceedance of a standard is predicted, a refined modeling analysis using the EPA AERMOD model will be performed.

Table 3
Industrial Source Permits

No.	Permit ID	Block	Lot	Address
1	PB001013	198	48	341 Bergen Street
2	PB030305[1]	198	48	341 Bergen Street
3	PA037596	399	55	465 Baltic Street
4	PA041197	399	55	465 Baltic Street
5	PB027606[1]	401	50	597 Baltic Street
6	PB037302[1]	401	50	597 Baltic Street
7	PW001717[1]	406	50	156 Third Avenue
8	PA059083	413	29	330 Butler Street
9	PA004381	412	48	255 Douglass Street
10	PA197973[1]	420	1	280 Douglass Street
11	PA060194[1]	427	69	597 Sackett Street
12	PB008213	432	7501	543 Union Street
13	PB005110	433	5	295 Nevins Street
14	PB026110[1]	433	58	553 Union Street
15	PB023011[1]	441	11	576 Union Street
16	PB404403[1]	441	21	604 Union Street
17	PA026189	444	7503	337 Carroll Street
18	PA026389	444	7503	337 Carroll Street
19	PA002786[1]	444	7503	337 Carroll Street
20	PA002886	444	7503	337 Carroll Street
21	PA095987	444	7503	337 Carroll Street
22	PA096087	444	7503	337 Carroll Street
23	PB447003[1]	444	7503	337 Carroll Street
24	PB447103[1]	444	7503	337 Carroll Street
25	PB447203[1]	444	7503	337 Carroll Street
26	PB447303[1]	444	7503	337 Carroll Street
27	PA003580	454	5	307 Third Avenue
28	PA050172	454	33	189 First Street
29	PW004916[1]	456	23	270 Fourth Avenue
30	PW005016[1]	456	23	270 Fourth Avenue
31	PA038281	464	47	47 Fourth Street
32	PA039397	477	8	226 Huntington Street
33	PA039497	477	8	226 Huntington Street
34	PA039597	477	8	226 Huntington Street
35	PA039697	477	8	226 Huntington Street
36	PA033598	978	7	230 Third Street
37	PA006189[1]	978	30	186 Third Street
38	PA030397[1]	980	95	213 Sixth Street

39	PA028170	990	50	55 Ninth Street
40	PA028178	990	50	59 Ninth Street
41	PA072172	990	50	59 Ninth Street
42	PA072272	990	50	59 Ninth Street
43	PA072372[1]	990	50	59 Ninth Street
44	PB015908	990	50	55 Ninth Street
45	PB016008	990	50	55 Ninth Street
46	PA085372	990	50	55 Ninth Street
47	PB067503[1]	992	5	411 Third Avenue
48	PB067603[1]	992	5	411 Third Avenue
49	PB067703[1]	992	5	411 Third Avenue
50	PB004407[1]	979	14	167 Sixth Street
51	PA135873	991	19	180 Sixth Street
52	PB080901[1]	991	31	200 Sixth Street
53	PB000215[1]	996	21	168 Seventh Street
54	PB005309[1]	996	39	442 Third Avenue

Note:
(1) Air permit identified from DEP *Clean Air Tracking System database* for which more information is required from DEP. https://a826-web01.nyc.gov/DEP.BoilerInformationExt. Accessed January 15, 2019.

Table 4
Projected Development Sites

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
1	395	30, 32, 33, 34, 35, 36, 37	Yes
2	934	1, 2, 3, 4, 5, 6, 7, 10, 12, 74	Yes
3	399	39, 41	Yes
4	399	58, 59, 60	Yes
5	405	13, 14, 15, 16	Yes
6	405	12, 63, 64	Yes
7	405	27	Yes
8	405	60	Yes
9	407	8, 9	Yes
10	407	12, 13	Yes
11	411	12	Yes
12	412	1, 6, 15, 50, 51	Yes
13	412	18, 19, 20, 45, 48	Yes
14	413	1, 2, 7	Yes
15	417	1, 10, 14, 21	No
16	420	19	Yes
17	946	1, 3, 4, 5, 6, 7, 84, 85, 101	Yes
18	424	1, 20	Yes
19	426	17, 44, 49	Yes
20	426	1	Yes
21	427	1, 7, 10	Yes
22	431	7, 12, 17, 43	Yes
23	433	18	Yes
24	433	28, 46	Yes
25	434	1, 12	Yes
26	434	24	Yes
27	434	35	Yes
28	438	1, 2, 3, 8, 11, 20, 50	Yes
29	439	1	Yes
30	440	1, 12	Yes
31	441	24, 33, 35	Yes
32	441	16, 18	Yes
33	447	32	Yes
34	447	1	No
35	448	25	Yes
36	451	25	Yes
37	453	1, 21	No
38	456	1, 6, 34	Yes
39	969	1	Yes
40	462	12, 14	Yes

Table 4
Projected Development Sites (Cont'd)

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
41	972	1, 43, 58	Yes
42	465	27, 28, 29, 33, 46, 47, 48, 49, 50	No
43	466	17, 60	Yes
44	466	19	Yes
45	468	59, 60	Yes
46	468	25	Yes
47	471	1, 100	Yes
48	471	200	Yes
49	980	77	Yes
50	992	24, 26, 29	Yes
51	1028	7	No
52	420	34, 37	Yes
53	433	1	Yes
54	427	47	Yes
55	440	35, 36, 38	Yes
56	445	1	Yes
57	405	51	Yes
58	399	6	Yes
59	471	125	No
60	407	26	No

Table 5
Potential Development Sites

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A	198	34, 35, 36, 37, 38	Yes
B	932	2, 3, 4, 5	Yes
C	399	2	Yes
D	399	47, 49	Yes
E	399	51, 53	Yes
F	399	55	Yes
G	399	62	Yes
H	405	24	Yes
J	405	25, 27, 50, 52, 69, 71	Yes
K	406	18	Yes
L	407	41	Yes
M	407	1	Yes
N	407	52	Yes
O	411	1, 2, 3	No
P	411	58, 60	No
Q	412	21	Yes
R	412	29	Yes
S	413	21	Yes
T	413	58	Yes
U	420	1	Yes
V	980	19	Yes
W	425 432	1 15	Yes
X	426	36, 41	Yes
Y	427	12, 15	Yes
Z	427	37, 38, 40	Yes
AA	427	21	Yes
AB	427	31	Yes
AC	427	42	Yes
AD	427	52	Yes
AE	431	2	No
AF	432	25	Yes
AG	432	7501	Yes
AH	433	8, 9, 10, 12, 13	Yes
AI	453	26	Yes

Table 5
Potential Development Sites (Cont'd)

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
AJ	433	14	Yes
AK	433	21	Yes
AL	434	16	Yes
AM	434	52	Yes
AN	434	55	Yes
AO	438	7	Yes
AP	453	31	Yes
AQ	440	21, 23, 24, 25, 26, 47, 48	Yes
AR	441	21	Yes
AS	441	50, 53	Yes
AT	441	4	Yes
AU	441	11	Yes
AV	441	14	Yes
AY	447	3, 4, 7	Yes
AZ	447	13	Yes
BA	447	22	Yes
BC	448	12	Yes
BE	448	34	Yes
BF	448	31	Yes
BG	448	52, 53	Yes
BH	958	2	Yes
BI	453	36	Yes
BJ	453	54	Yes
BK	454	24 25, 27	Yes
BL	454	31, 33	Yes
BM	456	13, 17, 23	Yes
BN	967	24	Yes
BO	462	6, 8, 9, 42, 44, 50	No
BP	464	51	Yes
BQ	465	1, 10	Yes
BR	468	3	Yes
BS	471	116	Yes
BT	980	23, 49	Yes
BU	992	5, 7	Yes
BV	992	1	Yes
BX	1003	43, 44	No
BY	1040	46, 47	No
BZ	949	7, 8	No

Appendix 4

Noise Monitoring Approach Memorandum

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Memorandum

To:	New York City Department of City Planning
From:	Daniel Abatemarco, AKRF, Inc.
Date:	March 20, 2019
Re:	Gowanus Neighborhood Rezoning EIS — Noise Monitoring Approach
cc:	Brianna Shaw, Patrick Blanchfield, Robert White, Henry Kearney (AKRF, Inc.)

The purpose of this memorandum is to describe the noise analysis approach for the proposed development sites for the Gowanus Rezoning Environmental Impact Statement (EIS). A total of 133 development sites (60 projected and 73 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 60 projected development sites under the With Action condition would consist of residential, commercial, industrial, and community facility uses, as well as parking. The analysis year is 2035.

This memorandum presents a summary of the selection of noise receptor locations and describes the noise monitoring approach to determine existing ambient noise levels in the rezoning area. The measured existing noise levels will be used as part of the noise analysis to examine: 1) whether there are any locations where there is the potential for the Proposed Actions to result in significant adverse noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]), and 2) what level of building attenuation is necessary to provide acceptable interior noise levels at each development site under guidelines contained in the 2014 *CEQR Technical Manual*.

SELECTION OF NOISE RECEPTOR LOCATIONS

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. According to AKRF's field observations, vehicular traffic is the dominant noise source throughout the study area, except along Smith Street, although stationary sources (e.g., building HVAC equipment) contribute some small amount to noise levels at some locations as well. Along Smith Street, elevated/at-grade NYCT F and G line trains are the dominant noise sources. In general, the levels of existing noise at each location are primarily influenced by the amount of vehicular traffic on the immediately adjacent roadway or nearby roadways or rail traffic along Smith Street. It is expected that measurements from one monitoring location could apply to multiple sites along the same road corridor as well as to sites along similar road corridors.

The proposed noise receptor locations were selected based on the following three criteria: 1) locations of the projected and potential development sites under the RWCDS; 2) providing comprehensive geographic coverage across the study area in order to get a characterization of the ambient noise environment; and 3) existing land use patterns (e.g., along major commercial road corridors, along bus routes, and near rail lines).

A total of 23 receptor sites will be selected for the noise analysis in the Project Area where a total of 134 development sites (61 projected and 73 potential) have been identified. In addition to these 23 sites, the results of existing noise measurements at two sites conducted for the Gowanus Canal Combined Sewer Overflow Facilities Final Environmental Impact Statement (CEQR# 17DCP040K) will be used to establish existing noise levels within the Project Area. These receptors, due to their proximity to the development sites, provide an effective and conservative representation of existing ambient noise levels at the projected and potential development sites.

NOISE MONITORING

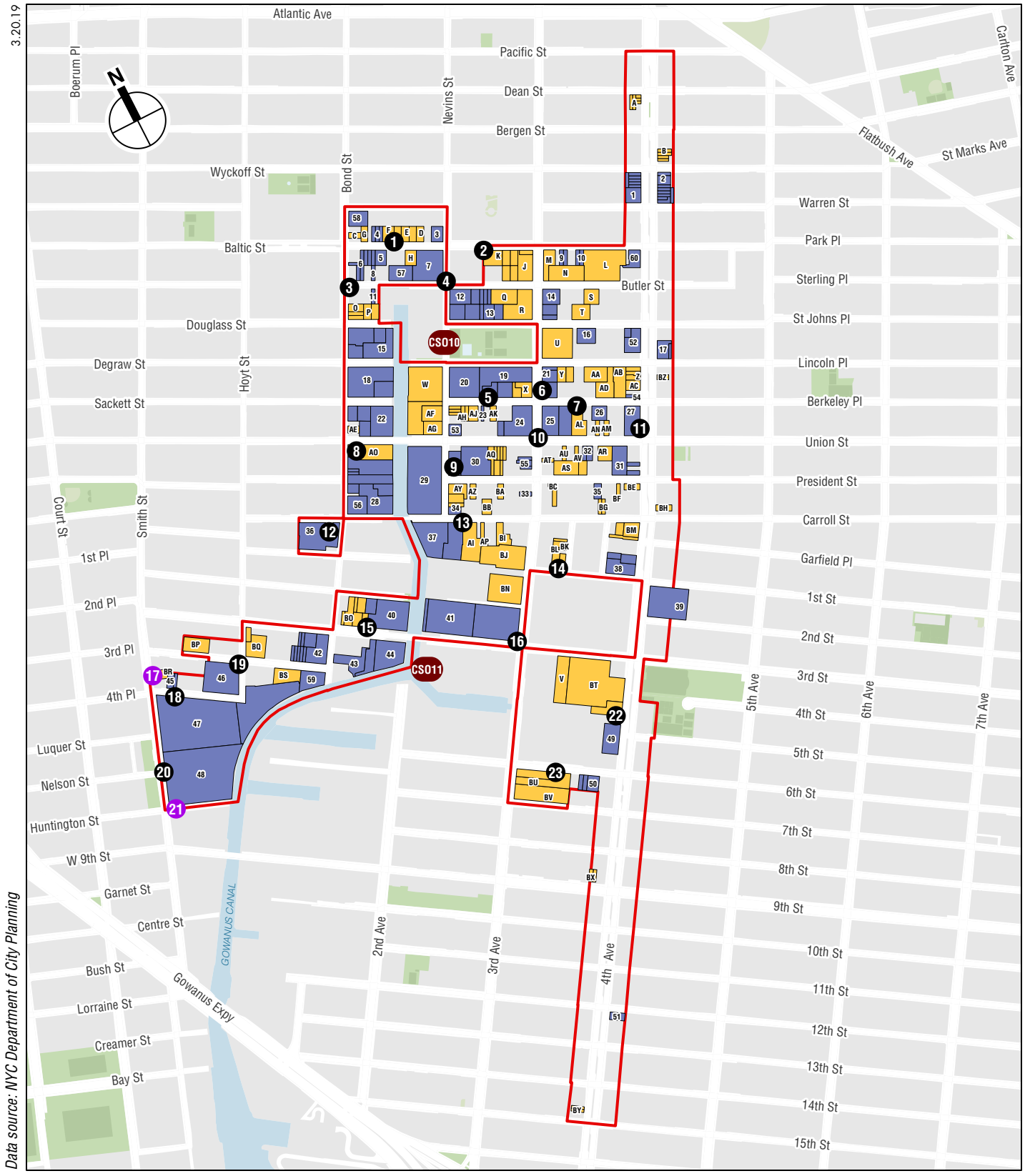
AKRF plans to conduct a noise survey with noise measurements at 23 locations in the rezoning area. Traffic and/or train counts will be included during all the measurements for the rail line and/or roadway immediately adjacent to each receptor site. **Figure 1** shows the locations of the 23 noise receptor sites, and **Table 1** lists the noise receptor sites, the duration of measurements, and receptor locations.

Table 1
Proposed Noise Measurement Locations

Site	Measurement Duration	Location
1	20 minutes	Baltic Street between Bond Street and Nevins Street
2	20 minutes	Baltic Street between Nevins Street and 3rd Avenue
3	20 minutes	Bond Street at Butler Street
4	20 minutes	Nevins Street at Butler Street
5	20 minutes	Sackett Street between Nevins Street and 3rd Avenue
6	20 minutes	3rd Avenue between Degraw Street and Sackett Street
7	20 minutes	Sackett Street between 3rd Avenue and 4th Avenue
8	20 minutes	Bond Street at Union Street
9	20 minutes	Nevins Street between Union Street and President Street
10	20 minutes	3rd Avenue at Union Street
11	20 minutes	4th Avenue between Sackett Street and Union Street
12	20 minutes	Bond Street between Carroll Street and 1st Street
13	20 minutes	Carroll Street between Nevins Street and 3rd Avenue
14	20 minutes	1st Street at Whitewell Place
15	20 minutes	3rd Street between Bond Street and Gowanus Canal
16	20 minutes	3rd Street at 3rd Avenue
17	60 minutes	Smith Street between 4th Street and 5th Street (elevated to level of adjacent rail line)
18	20 minutes	5th Street between Smith Street and Hoyt Street
19	20 minutes	4th Street at Hoyt Street
20	60 minutes	Smith Street at Nelson Street
21	60 minutes	Smith Street at Huntington Street (elevated approximately 12-15 feet above grade)
22	20 minutes	4th Avenue between 3rd Street and 5th Street
23	20 minutes	6th Street between 3rd Avenue and 4th Avenue

Notes:
[1] Noise measurements will be conducted during typical weekday AM, midday, PM and weekend (Saturday) midday peak periods.

At receptor sites 17, 20 and 21, which are adjacent to the elevated NYCT F and G rail lines, 1-hour spot noise measurements will be conducted during typical weekday AM (7:15 AM—9:15 AM), midday (12:00 PM—2:00 PM), PM (4:00 PM—6:00 PM), and weekend midday (12:00 PM—2:00 PM) peak periods. At all other receptor sites, 20-minute spot noise measurements will be conducted during the same peak periods. All noise measurement locations will be approximately 5 feet above grade, with the exception of receptor sites 17 and 21. Site 17 will be located approximately 12 feet above grade, which is approximately level with the NYCT F and G rail lines. Site 21 will be located approximately 12 to 15 feet above grade, which is the maximum available height from a hand-held extension pole. Although this height is lower than the



Noise Measurement Locations

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 1

height of the adjacent elevated F and G rail lines (approximately 35 feet at this location), it is expected to provide a maximum noise level incident at the nearby development sites because it is immediately adjacent to the stel support structure for the elevated subway, which is the primary element from which noise is radiated (i.e., the train wheels rolling over the tracks excite the structure, and the supports rattle and radiate noise with each subway pass-by). Traffic on adjacent roadways and trains on the elevated NYCT F and G rail lines will be counted concurrently with the noise measurements.

Measurements will be performed using Type 1 Sound Level Meter (SLM) instruments according to ANSI Standard S1.4-1983 (R2006). The SLMs will have laboratory calibration dates within one year of the date of the measurements. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

It is also proposed that the air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take the aircraft noise into account in order to determine acceptable interior noise levels.

GOWANUS CANAL COMBINED SEWAGE OVERFLOW FACILITIES FEIS NOISE MEASUREMENTS

As part of the construction noise analysis for the Gowanus Canal Combined Sewer Overflow Facilities Final Environmental Impact Statement, noise measurements were conducted at 11 sites. Continuous 24-hour noise measurements were performed at two sites (described here as CSO10 and CSO11) weekday on October 5, 2016 through October 6, 2016, and during the weekend on July 9 through 10 and 15 through 16, 2017. Weekday measurements were conducted between Tuesday and Thursday on weeks when New York City Public Schools were in session as recommended by the *CEQR Technical Manual*. Additional measurements were conducted on July 9, 10, 15 and 16, 2017 to document weekend noise levels. The measurements were performed using Type 1 Sound Level Meter (SLM) instruments according to ANSI Standard S1.4-1983 (R2006). The SLMs had laboratory calibration dates within one year of the date of the measurements. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

The existing $L_{eq(1)}$ and $L_{10(1)}$ noise levels measured during the weekday and weekend peak time periods at each measurement location from the Gowanus Canal Combined Sewer Overflow Facilities FEIS are summarized in **Table 2**.

Table 2
Noise Survey Results from Gowanus Canal CSO Facilities FEIS (in dBA)

Site	Location	Time	L_{eq}	L_{10}
CSO10	Nevins Street between Douglass Street and Degraw Street	AM	65.6	67.4
		MD	65.5	67.1
		PM	64.1	66.0
		WE	67.9	71.2
CSO11	Southwest corner of Whole Food Market Outdoor Space	AM	63.3	66.2
		MD	65.0	67.2
		PM	56.2	58.1
		WE	58.3	60.6

Notes:
[1] Continuous noise level measurements were conducted by AKRF, Inc. on October 5, 2016 (Wednesday) through October 6, 2016 (Thursday), July 8, 2017 (Saturday) through July 9, 2017 (Sunday) and July 15, 2017 (Saturday) through July 16, 2017 (Sunday), and are representative of weekday and weekend conditions.
Sources: Gowanus Canal Combined Sewer Overflow Facilities FEIS, 17DEP040K.

In addition to the peak hour noise levels shown in **Table 2**, the noise level evaluation at CSO10 and CSO11 will consider all hourly noise levels measured at these locations.

NOISE MEASUREMENT APPLICATION TO DEVELOPMENT SITES

Table 3 lists the Gowanus Canal development sites and the noise receptor sites (including those proposed for the Gowanus Neighborhood Rezoning noise analysis and those from the Gowanus Canal Combined Sewage Overflow Facilities FEIS) upon which existing noise levels at each development site would be based.

Table 3
Noise Measurement Locations associated with Projected/Potential Development Sites

Development Site	Block(s)	Lot(s)	Associated Noise Measurement Site(s)
Projected Development Sites			
1	395	30, 32-37	11
2	934	1-7,10,12,74	11
3	399	39, 41	1, 4
4	399	58,59, 60	1
5	405	13,14,15,16	1
6	405	12, 63, 64	1, 3
7	405	27	1, 4
8	405	60	1, 3
9	407	8,9	2
10	407	12,13	2
11	411	12	3
12	412	1,6,15,50,51	4,CSO10
13	412	18,19,20,45, 48	2, 4, CSO10
14	413	1,2,7	2, 6
15	417	1,10,14,21	3, 8
16	420	19	7
17	946	1,3-7, 84,85,101	11
18	424	1,20	3, 8
19	426	17, 44, 49	5, 6
20	426	1	5, CSO10

Table 3 (cont'd)
Noise Measurement Locations associated with Projected/Potential Development Sites

Development Site	Block(s)	Lot(s)	Associated Noise Measurement Site(s)
21	427	1,7,10	6, 7
22	431	12,17,7,43	8
23	433	18	5
24	433	28, 46	5, 10
25	434	1,12	6, 7, 10
26	434	24	7
27	434	35	11
28	438, 445	1,2,3,8,11, 20,50	8, 13
29	439	1	9, 13
30	440	1,12	9,10
31	441	24,33,35	7, 10, 11
32	441	16,18	10
33	447	32	10
34	447	1	9, 13
35	448	25	7
36	451	25	12
37	453	1,21	13
38	456	1,34,6	11
39	969	1	11

Table 3 (cont'd)

Noise Measurement Locations associated with Projected/Potential Development Sites

Development Site	Block(s)	Lot(s)	Associated Noise Measurement Site(s)
40	462	12,14	15
41	972	1,43,58	16
42	465	27-29,33,46-50	12
43	466	17,60	12,15
44	466	19	15, CSO11
45	468	60,60	18
46	468	25	18, 19
47	471	1,100	17, 18, 20
48	471	200	20, 21
49	980	77	22
50	992	24,26,29	23
51	1028	7	22
52	420	34,37	7, 11
53	433	1	9, 10
54	427	47	11
55	440	35,36,38	10
56	445	1	12
57	405	51	3, 4
58	399	6	3
59	471	125	19
60	407	26	11
Potential Development Sites			
A	198	34-38	11
B	932		11
C	399		3
D	399	47,49	1
E	399	51,53	1
F	399	55	1
G	399	62	1
H	405	24	1
J	406	25,27,50,52, 69,71	2, 6
K	406	18	2
L	407	41	2
M	407	1	6
N	407	52	2, 4
O	411	1,2,3	3
P	411	58,60	3
Q	412	21	2
R	412	29	2, 6
S	413	21	7
T	413	58	7
U	420	1	6
V	980	19	16
W	425,432	1,15	9
X	926	36,41	5, 6
Y	427	12,15	7
Z	427	37,38,40	11
AA	427	21	7
AB	427	31	7
AC	427	42	11
AD	427	52	7
AE	432	2	8, 9
AF	432	25	9
AG	432	7501	8, 9

Table 3 (cont'd)
Noise Measurement Locations associated with Projected/Potential Development Sites

Development Site	Block(s)	Lot(s)	Associated Noise Measurement Site(s)
AH	433	8,9,10,12,13	5
AI	453	26	13
AJ	433	14	5
AK	433	21	5
AL	434	16	7, 10
AM	434	52	10
AN	434	55	10
AO	438	7	8
AP	453	31	13
AQ	440	21,23-26,47,48	9, 10
AR	441	21	10
AS	441	50,53	7
AT	441	4	10
AU	441	11	10
AV	441	14	10
AY	447	3,4,7	9
AZ	447	13	5
BA	447	13	5
BB	447	22	13
BC	448	50	7
BE	448	12	11
BF	448	34	7
BG	448	31	13
BH	458	52,53	11
BI	453	2	13
BJ	453	36	14,16
BK	454	54	14
BL	454	24,25,27	14
BM	456	33,31	11, 13
BN	967	13,17,23	16
BO	462	24	15
BP		6,8,9,42, 44,50	19
BQ	465	1,10	19
BR	468	3	17
BS	471	116	19
BT	980	23,49	22
BU	992	5,7	23
BV	992	1	23
BX	1003	43, 44	23
BY	1040	46, 47	22
BZ	949	7, 8	11

PLAYGROUND NOISE

Table 4 shows measured maximum hourly playground boundary noise levels. These values are based upon measurements made at a series of New York City school playgrounds for the New York City School Construction Authority (SCA).[1]

[1] SCA Playground Noise Study, AKRF, Inc., October 23, 1992.

Table 4
Playground Boundary Noise $L_{eq(1)}$ Noise Levels (dBA)

Early Childhood	Elementary Schools	Intermediate Schools	High Schools
71.5	71.4	71.0	68.2
Source: SCA Playground Noise Study, AKRF, Inc., October 23, 1992.			

Geometric spreading and the consequent dissipation of sound energy with increasing distance from the playground decreases noise levels at varying distances from the playground boundary. Based upon measurements and acoustical principles, hourly noise levels are assumed to decrease by the following values at the specified distances from the playground boundary: 4.8 dBA at 20 feet, 6.8 dBA at 30 feet, and 9.1 dBA at 40 feet. For all distances between 40 and 300 feet, a 4.5-dBA drop-off per doubling of distances from the playground boundary is assumed.

At each of the noise receptor locations described above that has a direct line of sight to a playground, noise associated with any nearby playground will be estimated using the Early Childhood playground boundary noise level (to conservatively represent children of any age using the playground) and the noise level reductions with distances as described above.

Appendix 5

Construction Air Quality and Construction Noise Analysis Methodology

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Memorandum

To:	New York City Department of City Planning
From:	Kenny Mui, AKRF, Inc.
Date:	March 20, 2019
Re:	Gowanus Neighborhood Rezoning EIS – Construction Air Quality Analysis Methodology
cc:	Brianna Shaw, Robert White, Patrick Blanchfield (AKRF, Inc.)

The purpose of this memorandum is to describe the air quality analysis approach for the Gowanus Neighborhood Rezoning Environmental Impact Statement (EIS). A total of 133 development sites (60 projected and 73 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 60 projected development sites under the With Action condition would consist of residential, commercial, industrial, and community facility uses, as well as parking. The analysis year is 2035.

This memorandum presents a summary of the methodology and assumptions to be used for the construction air quality analysis of the Proposed Actions.

CONSTRUCTION AIR QUALITY ANALYSIS METHODOLOGY

Emissions from on-site construction equipment and on-road construction vehicles, as well as dust-generating construction activities, all have the potential to affect air quality. The analysis of potential construction air quality impacts will include an analysis of both on-site and on-road sources of air emissions, and the combined impact of both sources, where applicable.

In general, much of the heavy equipment used in construction is powered by diesel engines that have the potential to produce relatively high levels of nitrogen oxides (NO_x) and particulate matter (PM) emissions. Fugitive dust generated by construction activities is also a source of PM. Gasoline engines produce relatively high levels of carbon monoxide (CO). Since the United States Environmental Protection Agency (EPA) mandates the use of ultra-low sulfur diesel (ULSD) fuel for all highway and non-road diesel engines, sulfur oxides (SO_x) emitted from the Proposed Actions' construction activities would be negligible. Therefore, the pollutants to be analyzed for the construction period are nitrogen dioxide (NO_2)—which is a component of NO_x that is a regulated pollutant, particles with an aerodynamic diameter of less than or equal to 10 micrometers (PM_{10}), particles with an aerodynamic diameter of less than or equal to 2.5 micrometers ($PM_{2.5}$), and carbon monoxide (CO). **Table 1** shows the pollutants to be analyzed in the construction air quality analysis and the corresponding averaging periods.

Table 1
Pollutants for Analysis and Averaging Periods

Pollutant	Averaging Period
$PM_{2.5}$	24-hour
	Annual Local
PM_{10}	24-hour
NO_2	Annual
CO	1-hour
	8-hour

Concentrations will be predicted using dispersion models to determine the potential for air quality impacts during on-site construction activities and due to construction-generated traffic on local roadways. Concentrations for each pollutant of concern due to construction activities at each sensitive receptor will be predicted during the most representative worst-case time period.

The potential for significant adverse impacts will be determined by comparing modeled PM_{10}, NO_2 and CO concentrations to National Ambient Air Quality Standards (NAAQS), and modeled $PM_{2.5}$ and CO increments to applicable *de minimis* thresholds. If the analysis concludes that there is a potential for significant adverse impacts, specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts will be identified

The detailed approach for assessing the effect of construction activities resulting from the Proposed Actions on air quality is discussed further below.

DATA SOURCES

The New York City Department of City Planning (DCP) will develop a preliminary construction phasing schedule for all projected development sites for the with-action and no-action conditions. Subsequently, projections of the construction workforce, truck, and equipment projections will be developed and scaled based on similarly-sized sites from a recent rezoning project (i.e., East Harlem Rezoning Final Environmental Impact Statement).

ON-SITE CONSTRUCTION ACTIVITY ASSESSMENT

To determine which construction periods constitute the worst-case periods for the pollutants of concern (PM, CO, NO_2), construction-related emissions will be calculated for each calendar year throughout the duration of construction on a rolling annual and peak day basis for $PM_{2.5}$. $PM_{2.5}$ is selected for determining the worst-case periods for all pollutants analyzed, because the ratio of predicted $PM_{2.5}$ incremental concentrations to impact criteria is anticipated to be higher than for other pollutants. Therefore, initial estimates of $PM_{2.5}$ emissions throughout the construction years will be used for determining the worst-case periods for analysis of all pollutants. Generally, emission patterns of PM_{10} and NO_2 would follow $PM_{2.5}$ emissions, since they are related to diesel engines by horsepower. CO emissions may have a somewhat different pattern but would also be anticipated to be highest during periods when the most activity would occur.

In general, where the construction duration at a single development site is expected to be short-term (i.e., less than two years), any impacts resulting from such short-term construction generally do not require detailed assessment. However, as construction activities associated with the proposed rezoning may occur on multiple sites in proximity with each other, there is a potential for cumulative construction impacts. Therefore, emissions profiles will be generated for all projected development sites to determine the construction periods with the highest potential to affect air quality.

Once the preliminary construction schedule for the Proposed Actions is available, AKRF will work with DCP to identify the reasonable worst-case periods for analysis based on the emission profiles , the proximity of construction activities to receptors, and the spatial proximity and overlap of construction activities at different development sites. It is anticipated that two worst-case annual and short-term (i.e., 24-hour, 8-

hour, and 1-hour) averaging periods identified in **Table 1** will be selected for analysis. Dispersion of the relevant air pollutants from the construction sites during these periods will then be analyzed. Broader conclusions regarding potential concentrations during other periods, which will not be modeled, will be presented as well, based on the multi-year emissions profiles and the reasonable worst-case period results. Depending on the results of the construction emissions profile, two short-term and two annual periods will be selected for the quantitative air quality analysis.

Engine Emissions

The sizes, types, and number of units of construction equipment will be estimated based on the construction activity schedule developed for the Proposed Actions. Emission factors for NO_x, CO, PM_{10}, and $PM_{2.5}$ from on-site construction engines will be developed using the EPA's NONROAD2008 emission model (NONROAD). Emission rates for NO_X, CO, PM_{10}, and $PM_{2.5}$ from truck engines will be developed using the EPA Motor Vehicle Emission Simulator (MOVES2014b) emission model. The emission factor calculations will take into account any emissions reduction measures (i.e., the application of diesel particulate filters, etc.) that is required for the projected development sites.

On-Site Fugitive Dust

In addition to engine emissions, fugitive dust emissions from operations (e.g., excavation and transferring of excavated materials into dump trucks) will be calculated based on USEPA procedures delineated in AP-42 Table 13.2.3-1. Since construction is required to follow the New York City Air Pollution Control Code regarding construction-related dust emissions, a 50 percent reduction in particulate emissions from fugitive dust will be conservatively assumed in the calculation (dust control methods such as wet suppression would often provide at least a 50 percent reduction in particulate emissions).

Analysis Periods

As discussed above, the construction periods with activities closest to sensitive receptors—both off-site and completed portions of the projected development sites—and with the most intense activities and highest emissions will be selected as the worst-case periods for analysis. The dispersion analysis will include modeling of the two worst-case annual and two short-term (i.e., 24-hour, 8-hour, and 1-hour) averaging periods identified in **Table 1**.

Dispersion Modeling

Potential impacts from the Proposed Actions' construction sources will be evaluated using a refined dispersion model, the EPA/AMS AERMOD dispersion model. AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain and includes updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and handling of terrain interactions.

Source Simulation

For short-term model scenarios (predicting concentration averages for periods of 24 hours or less), all stationary sources, such as compressors, cranes, or concrete trucks, which idle in a single location while unloading, will be simulated as point sources. Other engines, which would move around the site on any given day, will be simulated as area sources. For periods of 8 hours or less (less than the length of a shift), it will be assumed that all engines would be active simultaneously. All sources with the exception of tower cranes would move around the site throughout the year and will therefore be simulated as area sources in the annual analyses.

Meteorological Data

The meteorological data set will consist of five consecutive years of latest available meteorological data: surface data collected at the nearest representative National Weather Service Station (La Guardia Airport) from 2014 to 2018 and concurrent upper air data collected at Brookhaven, New York. The meteorological

data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. These data will be processed using the USEPA AERMET program to develop data in a format which can be readily processed by the AERMOD model.

Background Concentrations

To estimate the maximum expected total pollutant concentrations, the calculated impacts from the emission sources must be added to a background value that accounts for existing pollutant concentrations from other sources. The background levels are based on concentrations monitored at the nearest New York State Department of Environmental Conservation (NYSDEC) ambient air monitoring stations, and will be consistent with the background concentrations to be used for the operational stationary source air quality analysis.

Receptor Locations

Receptors will be placed at locations that would be publicly accessible, at residential and other sensitive uses at both ground-level and elevated locations (e.g., residential windows), at adjacent sidewalk locations, at publically accessible open spaces, at the Gowanus Canal, and at completed and occupied buildings at projected development sites where applicable. In addition, a ground-level receptor grid will be placed to enable extrapolation of concentrations throughout the study area at locations more distant from construction activities.

On-Road Sources

The traffic increments during construction are expected to be lower than the operational traffic increments for the full build-out with the Proposed Actions. In addition, construction worker commuting trips and construction truck deliveries would generally occur during off-peak hours. Furthermore, when distributed over the transportation network, the construction trip increments would not be concentrated at any single location. Therefore, a standalone mobile-source analysis will not be required. Nevertheless, since emissions from on-site construction equipment and on-road construction-related vehicles may contribute to concentration increments concurrently, on-road emissions adjacent to the construction sites will be included with the on-site dispersion analysis (in addition to on-site truck and non-road engine activity) to address all local project-related emissions cumulatively.

On-Road Vehicle Emissions

Vehicular engine emission factors will be computed using the EPA mobile source emissions model, MOVES2014a.[1] This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway type and grade, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from NYSDEC.

On-Road Fugitive Dust

$PM_{2.5}$ emission rates will be determined with fugitive road dust to account for their impacts. However, fugitive road dust will not be included in the annual average $PM_{2.5}$ microscale analyses, as per current *CEQR Technical Manual* guidance used for mobile source analysis. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[2]. An average weight of 17.5 tons and 2.5 tons will be assumed for construction trucks and worker vehicles in the analyses, respectively.

[1] EPA, Motor Vehicle Emission Simulator (MOVES), User Guide for MOVES2014a, November 2015.

[2] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

Traffic Data

Traffic data for the air quality analysis will be derived from existing traffic counts, projected future growth in traffic, and other information developed as part of the construction traffic analysis for the Proposed Actions.

Impact Criteria

The 2014 *CEQR Technical Manual* state that the significance of a predicted consequence of a project (i.e., whether it is material, substantial, large or important) should be assessed in connection with its setting (e.g., urban or rural), its probability of occurrence, its duration, its irreversibility, its geographic scope, its magnitude, and the number of people affected.[3] In terms of the magnitude of air quality impacts, any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the NAAQS would be deemed to have a potential significant adverse impact. In addition, to maintain concentrations lower than the NAAQS in attainment areas, or to ensure that concentrations will not be significantly increased in non-attainment areas, threshold levels have been defined for certain pollutants; any action predicted to increase the concentrations of these pollutants above the thresholds would be deemed to have a potential significant adverse impact, even in cases where violations of the NAAQS are not predicted.

Potential Mitigation Measures

The analysis will assume all emissions reduction measures as required by law. These measures include dust control measures, idling restrictions, and the use of ultra-low sulfur diesel fuel. . If the analysis concludes that there is a potential for significant adverse impacts, specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts will be identified. These measures may include diesel equipment reduction, best available tailpipe reduction technologies, utilization of equipment that meets specified emission standards, and location of equipment away from sensitive uses

[3] New York City. *CEQR Technical Manual*. Chapter 1, section 222. March 2014; and New York State Environmental Quality Review Regulations, 6 NYCRR § 617.7

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Memorandum

To:	New York City Department of City Planning
From:	Dan Abatemarco, AKRF, Inc.
Date:	March 6, 2019
Re:	Gowanus Neighborhood Rezoning EIS – Construction Noise Analysis Methodology
cc:	Kenny Mui, Brianna Shaw, Robert White, Patrick Blanchfield (AKRF, Inc.)

The purpose of this memorandum is to describe the noise quality analysis approach for the Gowanus Neighborhood Rezoning Environmental Impact Statement (EIS). A total of 133 development sites (60 projected and 73 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 60 projected development sites under the With Action condition would consist of residential, commercial, industrial, and community facility uses, as well as parking. The analysis year is 2035.

This memorandum presents a summary of the methodology and assumptions to be used for the construction noise analysis of the Proposed Actions.

CONSTRUCTION NOISE ANALYSIS METHODOLOGY

A detailed modeling analysis will be conducted to quantify potential construction noise effects at existing noise receptors (i.e., residences) near projected development sites as well as at completed and occupied projected development sites. A noise-sensitive receptor is defined in Chapter 19, "Noise" Section 124 of the 2014 *CEQR Technical Manual* and includes indoor receptors such as residences, hotels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, and theaters. Outdoor sensitive receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches. Using the construction schedule, three development sites will be analyzed for each phase of construction: (1) the largest projected development site, i.e., Public Place; (2) a relatively large projected development site along the west bank of the Gowanus Canal; and (3) a typical projected development site east of the Gowanus Canal. The analyzed typical development site will be used to represent construction noise from all projected development sites except for the Public Place site and the larger sites along the west bank of the Gowanus Canal.

CONSTRUCTION NOISE MODELING

Noise effects from construction activities will be evaluated using the CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. The model can be used for the analysis of a

wide variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment), transportation sources (e.g., roads, highways, railroad lines, busways, airports), and other specialized sources (e.g., sporting facilities). The model takes into account the reference sound pressure levels of the noise sources at 50 feet, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the *CEQR Technical Manual.*

Geographic input data used with the CadnaA model will include CAD drawings that define site work areas, adjacent building footprints and heights, locations of streets, and locations of sensitive receptors. For each analysis period, the geographic location and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the projected development sites, as well as noise control measures—will be input to the model. In addition, reflections and shielding by barriers erected on the construction site and shielding from adjacent buildings will be accounted for in the model. In addition, construction-related vehicles will be assigned to the adjacent roadways. The model will produce A-weighted $L_{eq(1)}$ noise levels at each receptor location for each analysis period, as well as the contribution from each noise source. The $L_{10(1)}$ noise levels will be conservatively estimated by adding 3 dBA to the $L_{eq(1)}$ noise levels, as is standard practice[1].

ANALYSIS TIME PERIOD SELECTION

At each of the three (3) analyzed projected development sites, construction noise levels at the site will be analyzed for each major construction phase (i.e., excavation/foundation work, superstructure work, interior fit-out work, etc.). The noise emission levels and extent of potential impacts during each construction phase will be used to represent noise effects from the other projected development sites included in the proposed project.

Based on the construction activities expected to occur during each month of the construction period over the build-out period according to the conceptual construction schedule, an analysis will be performed to determine the month with the maximum potential to result in construction noise screening threshold1[2] exceedances at nearby receptors (i.e., the month during each year of the construction period when the maximum number of projected development sites are under construction).

This analysis will conservatively assume that the worst-case month of each year would represent the entire year, and the year will be modeled according to its peak month. To be conservative, the noise analysis will assume that both peak on-site construction activities and peak construction-related traffic conditions would occur simultaneously.

DETERMINATION OF NON-CONSTRUCTION NOISE LEVELS

Noise generated by construction activities (calculated using the CadnaA model as described above) will be added to noise generated by non-construction traffic on adjacent roadways to determine the total noise levels at each receptor location. Construction equipment source strength will be determined by the L_{max} levels presented in **Table 22-1** of the 2014 *CEQR Technical Manual.* For construction equipment not included in this table, manufacturer specifications or field measured noise levels will be used. Noise levels generated by traffic in the

[1] Federal Highway Administration Roadway Construction Noise Model User's Guide, Page 15. http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

[2] The noise impact criteria in Section 410 of Chapter 19 of the CEQR Technical Manual serve as screening thresholds for potential construction noise impacts, i.e., if construction noise would not exceed those thresholds at a given receptor, then there would be no potential for impact at that receptor, but if these thresholds would be exceeded, than it would be necessary to consider the intensity and duration of construction noise at that receptor to determine whether construction noise would rise to the level of a significant adverse impact.

future with the Proposed Actions will be used as non-construction noise levels to which construction noise levels will be added. The non-construction noise level from the nearest operational noise receptor site (i.e., Sites 1 through 23, CSO10, or CSO11) will be applied to each calculation point in the CadnaA model.

EVALUATION OF CONSTRUCTION NOISE LEVELS

Existing Noise-Sensitive Receptors

The predicted exterior $L_{10(1)}$ noise levels during construction of the large projected development site at the analyzed residential receptor sites will be compared to the *CEQR Technical Manual* construction noise screening thresholds. At façades and floors of nearby noise receptors (e.g., residences, schools, hospitals, open space areas, etc.) where construction noise levels would have the potential to result in exceedances of these thresholds, the duration of such exceedances would be determined and disclosed based on the conceptual construction schedule.

The maximum distance from each projected development site at which exceedances are expected to occur will be determined. Using these distances and the conceptual construction schedule, the noise-sensitive receptors that experience exceedances of these thresholds during the worst-case months as determined above will be graphically determined and reported. The significance of the exceedances will be determined based on the predicted magnitude and duration of the construction noise at these locations. The incremental noise level increase due to construction will be determined. Based on the incremental noise level increase, overall exterior noise levels will be determined for each analysis period and estimated interior noise levels will also be determined.

Projected Development Sites Completed and Occupied During Subsequent Construction

For analysis time periods during which one or more projected development sites would be completed and occupied, construction noise would be projected at those occupied development sites. The predicted construction noise levels will be compared to *CEQR Technical Manual* noise exposure guidelines, and exceedances of recommended noise exposure levels will be identified. The significance of the exceedances will be determined based on the predicted magnitude and duration of the construction noise at these locations.