APPENDICES

APPENDIX A: Notice of Preparation (NOP) and NOP Responses

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

June 5, 2009

To: Reviewing Agencies

Re: River District Specific Plan
SCH# 2009062023

Attached for your review and comment is the Notice of Preparation (NOP) for the River District Specific Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Assistant Deputy Director & Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2009062023
Project Title River District Specific Plan
Lead Agency Sacramento, City of

Type NOP Notice of Preparation

Description The River District Specific Plan will be a policy document that will provide direction and support to guide future development to the specific plan area. The Specific Plan will address zoning, infrastructure, circulation, parks and open space, urban design, and the treatment of cultural resources. Also inlcuded will be financing plan for the proposed public infrastructure.

Lead Agency Contact

Name Jennifer Hageman
Agency City of Sacramento
Phone 916-808-5538 **Fax**
email
Address Community Development Department
300 Richards Boulevard
City Sacramento **State** CA **Zip** 95811

Project Location

County Sacramento
City
Region
Cross Streets
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Residential, industrial, retail/wholesale, and office uses

Project Issues Aesthetic/Visual; Landuse; Traffic/Circulation; Air Quality; Noise; Archaeologic-Historic; Biological Resources; Toxic/Hazardous; Water Quality; Population/Housing Balance; Public Services

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Native American Heritage Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 3; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 06/03/2009 **Start of Review** 06/03/2009 **End of Review** 07/02/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: Sacramento

SCH#

Resources Agency

- [■] Resources Agency — Nadell Gayou
- [ ] Dept. of Boating & Waterways — Mike Sotelo
- [ ] California Coastal Commission — Elizabeth A. Fuchs
- [ ] Colorado River Board — Gerald R. Zimmerman
- [▨] Dept. of Conservation — Rebecca Salazar
- [ ] California Energy Commission — Dale Edwards
- [ ] Cal Fire — Allen Robertson
- [ ] Office of Historic Preservation — Wayne Donaldson
- [■] Dept of Parks & Recreation — Environmental Stewardship Section
- [ ] Central Valley Flood Protection Board — Jon Yego
- [ ] S.F. Bay Conservation & Dev't. Comm. — Steve McAdam
- [▨] Dept. of Water Resources — Resources Agency, Nadell Gayou
- [ ] _____ Conservancy

Fish and Game

- [ ] Depart. of Fish & Game — Scott Flint, Environmental Services Division
- [ ] Fish & Game Region 1 — Donald Koch
- [ ] Fish & Game Region 1E — Laurie Harnsberger
- [▨] Fish & Game Region 2 — Jeff Drongesen
- [ ] Fish & Game Region 3 — Robert Floerke
- [ ] Fish & Game Region 4 — Julie Vance
- [ ] Fish & Game Region 5 — Don Chadwick, Habitat Conservation Program
- [ ] Fish & Game Region 6 — Gabrina Gatchel, Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M — Gabrina Getchel, Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M — George Isaac, Marine Region

Other Departments

- [ ] Food & Agriculture — Steve Shaffer, Dept. of Food and Agriculture
- [ ] Depart. of General Services — Public School Construction
- [ ] Dept. of General Services — Anna Garbeff, Environmental Services Section
- [ ] Dept. of Public Health — Bridgette Binning, Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] Delta Protection Commission — Linda Flack
- [ ] Office of Emergency Services — Dennis Castrillo
- [ ] Governor's Office of Planning & Research — State Clearinghouse
- [■] Native American Heritage Comm. — Debbie Treadway
- [ ] Public Utilities Commission — Leo Wong
- [ ] Santa Monica Bay Restoration — Guangyu Wang
- [ ] State Lands Commission — Marina Brand
- [ ] Tahoe Regional Planning Agency (TRPA) — Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics — Sandy Hesnard
- [▨] Caltrans - Planning — Terri Pencovic
- [▨] California Highway Patrol — Scott Loetscher, Office of Special Projects
- [▨] Housing & Community Development — CEQA Coordinator, Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1 — Rex Jackman
- [ ] Caltrans, District 2 — Marcelino Gonzalez
- [▨] Caltrans, District 3 — Bruce de Terra
- [ ] Caltrans, District 4 — Lisa Carboni
- [ ] Caltrans, District 5 — David Murray
- [ ] Caltrans, District 6 — Michael Navarro
- [ ] Caltrans, District 7 — Elmer Alvarez
- [ ] Caltrans, District 8 — Dan Kopulsky
- [ ] Caltrans, District 9 — Gayle Rosander
- [ ] Caltrans, District 10 — Tom Dumas
- [ ] Caltrans, District 11 — Jacob Armstrong
- [ ] Caltrans, District 12 — Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects — Jim Lerner
- [ ] Transportation Projects — Douglas Ito
- [ ] Industrial Projects — Mike Tollstrup
- [▨] California Integrated Waste Management Board — Sue O'Leary
- [ ] State Water Resources Control Board — Regional Programs Unit, Division of Financial Assistance
- [ ] State Water Resources Control Board — Student Intern, 401 Water Quality Certification Unit, Division of Water Quality
- [ ] State Water Resouces Control Board — Steven Herrera, Division of Water Rights
- [▨] Dept. of Toxic Substances Control — CEQA Tracking Center
- [ ] Department of Pesticide Regulation — CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1 — Cathleen Hudson, North Coast Region (1)
- [ ] RWQCB 2 — Environmental Document Coordinator, San Francisco Bay Region (2)
- [ ] RWQCB 3 — Central Coast Region (3)
- [ ] RWQCB 4 — Teresa Rodgers, Los Angeles Region (4)
- [▨] RWQCB 5S — Central Valley Region (5)
  - [ ] RWQCB 5F — Central Valley Region (5), Fresno Branch Office
  - [ ] RWQCB 5R — Central Valley Region (5), Redding Branch Office
- [ ] RWQCB 6 — Lahontan Region (6)
  - [ ] RWQCB 6V — Lahontan Region (6), Victorville Branch Office
- [ ] RWQCB 7 — Colorado River Basin Region (7)
- [ ] RWQCB 8 — Santa Ana Region (8)
- [ ] RWQCB 9 — San Diego Region (9)

- [ ] Other _____

Last Updated on 03/24/2009

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2800 GATEWAY OAKS (MS-19)
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 263-1796
TTY 711

Flex your power!
Be energy efficient!

July 9, 2009

03-2009-SAC-0041
03-SAC-05 PM 24.525
River District Specific Plan
Notice of Preparation (NOP)
SCH: 2009062023

Ms. Jennifer Hageman
City of Sacramento
300 Richards Blvd., 3rd Floor
Sacramento, CA 95811

Dear Ms. Hageman:

Thank you for the opportunity to review and comment on the River District Specific Plan (Plan) NOP. The Plan is a policy document that will provide direction and support to guide future development to the Richards Boulevard area. The Plan will address zoning, infrastructure, circulation, parks and open space, urban design, and the treatment of cultural resources. Our comments are as follows:

- A Traffic Impact Study (TIS) should be completed to assess the impacts to Interstate 5 and State Route (SR) 160, including interchange ramps, ramp intersections with local streets, at grade intersections, and mainline operations. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/. We would appreciate the opportunity to review the scope of the TIS before the Study begins.

- The TIS should use a select zone analysis in order to identify trip distribution of the Plan on the State Highway System (SHS).

- The TIS should be coordinated with the I-5 Richards Boulevard Project Study Report (PSR) that is currently in review.

- Potential mitigation measures to consider to address significant impacts include interchange improvements, ramp widenings, ramp intersection improvements, signalization modifications, auxiliary lanes, mainline improvements, and off-highway projects (e.g.; transit improvements) that reduce the impact to less-than-significant.

- Another option available to the City and developers in lieu of the traditional CEQA process for mitigating cumulative impacts to the SHS is to follow the findings of the "Policy Recommendations for the Evaluation and Mitigation of Significant Impacts from Local Development Projects on the State Highway System." (copy enclosed). The City will not receive requests from Caltrans for the study of impacts or additional mitigation with regard to cumulative SHS impacts during the CEQA process for development projects that use the traffic analysis and mitigation method identified as "Recommended Method 1."

- Sign plans for any proposed freeway monument signage should be provided to Caltrans for review and, depending on proposed sign location, approval. The plans should depict the layout, roadway setback, orientation, glare intensity, and sign size. Caltrans is required by law to enforce the Outdoor Advertising Act and Regulations regarding the placement of advertising along the highways. That document is available on the internet at http://www.dot.ca.gov/hq/oda/download/ODA_Act_&_Regulations.pdf. For more information contact Mr. James Arbis at (916) 654-6413.

- An Encroachment Permit will be required for any work conducted in the State's right of way such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. For more information on Encroachment Permit requirements or to secure an application contact the Encroachment Permits Central Office at (530) 741-4403.

If you have any questions about these comments please contact Alyssa Begley at (916) 274-0635.

Sincerely,

Alyssa Begley

ALYSSA BEGLEY, Chief
Office of Transportation Planning—South

Enclosure

cc: State Clearinghouse

LINDA S. ADAMS
SECRETARY FOR ENVIRONMENTAL PROTECTION

CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD

ARNOLD SCHWARZENEGGER
GOVERNOR

1001 I STREET, SACRAMENTO, CALIFORNIA 95814 • P.O. BOX 4025, SACRAMENTO, CALIFORNIA 95812-4025
(916) 341-6000 • WWW.CIWMB.CA.GOV

MARGO REID BROWN
CHAIR
MBROWN@CIWMB.CA.GOV
(916) 341-6051

SHEILA JAMES KUEHL
SKUEHL@CIWMB.CA.GOV
(916) 341-6039

JOHN LAIRD
JLAIRD@CIWMB.CA.GOV
(916) 341-6010

CAROLE MIGDEN
CMIGDEN@CIWMB.CA.GOV
(916) 341-6024

ROSALIE MULÉ
RMULE@CIWMB.CA.GOV
(916) 341-6016

INTEGRATED WASTE MANAGEMENT BOARD

June 26, 2009

Ms. Jennifer Hageman
City of Sacramento Community Development Department
300 Richards Boulevard
Sacramento, California 95811

Subject: **State Clearinghouse (SCH) No. 2009062023** – Notice of Preparation (NOP) of a draft Environmental Impact Report for the River District Specific Plan (RDSP), adjacent to the closed Old Sac (Sacramento) City Landfill, Sacramento County.

Dear Ms. Hageman:

Staff of the California Integrated Waste Management Board (CIWMB or Board) have reviewed the NOP cited above and offer the following project description quotations from the NOP for Board staff's future reference. In addition to the project description in quotations, Board staff have provided information to aid in the planning process for the regarding the proximity of the proposed RDSP to the "Old Sacramento City Landfill" which is an accumulation of five former solid waste disposal sites that have all been closed.

PROJECT DESCRIPTION

"The City of Sacramento, Community Development Department, will be the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the River District Specific Plan".

"The River District Specific Plan will be a policy document that will provide direction and support to guide future development of the specific plan area. The Specific Plan will address zoning, infrastructure, circulation, parks and open space, urban design, and treatment of cultural resources."

"The Specific Plan area is approximately 773 acres of mostly developed land. The District is currently comprised of residential, industrial, retail/wholesale, and office uses. The area also houses a number of social service providers."

"The proposed target growth for the RDSP is approximately 8,000 residential dwellings units, 800,000 square feet of commercial uses, 4 million square feet of office, 1.5 million square feet of light industrial, and 3,000 hotel rooms, phased over a 20-year period."

"An update to the existing River District Historic Properties Survey will be conducted as part of the planning efforts for the Specific Plan. The preservation and adaptive reuse of historically significant resources is a goal of the RDSP."

BOARD STAFF COMMENTS AND QUESTIONS

Potential Risk of Upset Conditions

The project proposes future development of the RDSP area which would involve some grading and possibly some excavation activities. The location of the specific plan area is bordered on the east by the historical Old Sac City Landfill which is a compilation of the Cannon Landfill (Solid Waste Information System (SWIS) #34-CR-0001) Assessors' Parcel Numbers (APNs) 003-0032-008 and 003-0032-009, the Bell Landfill (SWIS #34-CR-0002) APNs 001-0160-010 and 001-0160-011, the SP Railroad Landfill (SWIS #34-CR-5003) APNs 003-0032-012 and 003-0041-006, the Lennane Landfill (SWIS #34-CR-5004) APN 001-0170-022, and the Scollan Landfill (SWIS #34-CR-5005) APN 003-00410-003. These sites are 'pre-regulation' waste disposal sites. No pollution or nuisance conditions have been confirmed at these sites. However, limited site information is available and it has been determined by Board staff that "…potential land use change activities require tracking and, if necessary further investigation" (Scott Walker, Supervising Engineering Geologist, [Acting Division Chief, Cleanup, Closure and Financial Assurance Division] SWIS entry dated 12/15/2003). Older 'pre-regulation' landfills often have hazardous substances and burn ash landfilled, and should be considered a potential threat to the health and safety of individuals in the project area.

The proposed project's development/location adjacent to the closed landfills' 'footprints' has the potential to create a pathway for volatile landfill gas (LFG) to migrate and collect in low-lying pockets of the project area and within project site enclosures (e.g. buildings, truck cabs, open-ended pipes, etc.). Methane in LFG has the potential to concentrate within pockets and enclosures within the explosive range of 5-15% methane in air. The presence of methane gas at this low concentration may not be detectable by smell because methane alone has no odor. This statement is not to be misconstrued as a confirmation that LFG has been, or will be detected upon development of the eastern parcels of the RDSP area, however, the landfill does contain some organic materials that can decompose and generate LFG, especially the organic wastes that are saturated with water due to the landfill's proximity to the American River and underlying groundwater. Board staff highly recommend that the contractor working within close proximity of these landfills take precautionary measures and have a contingency plan, and appropriate equipment, and trained personnel for monitoring methane gas, as well as measures to contain methane gas migration if detected. The local enforcement agency (LEA) for the County of Sacramento (County) should be notified in the event that methane gas is detected in the project area, or grading activities expose disposed refuse.

The LEA contact persons for the County are Ms. Lisa Todd, Supervisor, or Mary Ellen Oetzel Environmental Management Department, Environmental Compliance Division, 10590 Armstrong Avenue, Suite A, Mather, California, 95655, and they can be reached by phone at (916) 876-7883 or (916) 875-8434, respectively.

Postclosure Land Use Within 1,000 Feet of a Former Disposal Area

Please be aware of the following regulations which apply to the postclosure land use adjacent to a closed disposal site 'footprint':

Title 27, California Code of Regulations, Section 21190 – **Postclosure Land Use**:

(a) Proposed postclosure land uses shall be designed and maintained to:
(3) prevent landfill gas explosions.
(g) All on site construction within 1,000 feet of the boundary of any disposal area shall be designed and constructed in accordance with the following, or in accordance with an equivalent design which will prevent gas migration into the building, unless an exemption has been issued:
(1) a geomembrane or equivalent system with low permeability to landfill gas shall be installed between the concrete floor slab of the building and subgrade;
(2) a permeable layer of open graded material of clean aggregate with a minimum thickness of 12 inches shall be installed between the geomembrane and the subgrade or slab;
(3) a geotextile filter shall be utilized to prevent the introduction of fines into the permeable layer;
(4) perforated venting pipes shall be installed within the permeable layer, and shall be designed to operate without clogging;
(5) the venting pipe shall be constructed with the ability to be connected to an induced draft exhaust system;
(6) automatic methane gas sensors shall be installed within the permeable gas layer, and inside the building to trigger an audible alarm when methane gas concentrations are detected; and
(7) periodic methane gas monitoring shall be conducted inside all buildings and underground utilities in accordance with Article 6, of Subchapter 4 of this chapter (§ 20920 et seq.).

You may contact Scott Walker, Acting Division Chief, Cleanup, Closure and Financial Assurance Division of the Remediation, Closure, and Technical Services Branch, at (916) 341-6319, or e-mail at swalker@ciwmb.ca.gov for technical assistance.

CONCLUSION

Thank you for the opportunity to comment on the NOP for the proposed *River District Specific Plan* project in the early planning stages. In accordance with PRC §21092.5(b), Board staff requests that the CIWMB be noticed of any future hearings on the proposed project if they are scheduled, and of the date, time and location of the hearing(s) to consider any further environmental documents. Board staff are available for any planned scoping meetings, workshops or other public meetings upon your written request at least ten days in advance.

If you have any questions regarding these comments, please contact me at (916) 341-6327, facsimile at (916) 319-7213, or e-mail me at jloane@ciwmb.ca.gov.

Sincerely,

John Loane, Integrated Waste Management Specialist (IWMS)
Assistance and Permits Branch - North
Permitting and LEA Support Division
Waste Compliance and Mitigation Program
CALIFORNIA INTEGRATED WASTE MANAGEMENT BOARD

cc: State Clearinghouse
Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

Sue O'Leary, Supervisor
Assistance and Permits Branch - North Region
Permitting and LEA support Division
Waste Compliance and Mitigation Program
CIWMB

Nevin Yeates, IWMS
Alfred Worcester, IWMS
Assistance and Permits Branch - North Region
Permitting and LEA support Division
Waste Compliance and Mitigation Program
CIWMB

Lisa Todd, Supervisor
Mary Ellen Oetzel, LEA
County of Sacramento
Environmental Management Department
Environmental Compliance Division
10590 Armstrong Avenue, Suite A
Mather, California, 95655
Phone: 916-875-8416

California Natural Resources Agency
DEPARTMENT OF FISH AND GAME
North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
(916) 358-2900
http://www.dfg.ca.gov

ARNOLD SCHWARZENEGGER, Governor
DONALD KOCH, Director

July 8, 2009

Ms. Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

Dear Ms. Hageman:

The Department of Fish and Game (DFG) has reviewed the Notice of Preparation of a draft Environmental Impact Report (DEIR) for the River District Specific Plan (proposed project). The proposed project consists of development of a Specific Plan that will provide direction and support to guide future development within the proposed project area. The Specific Plan area is approximately 773 acres, and the proposed target growth within this area is approximately 8,000 residential dwelling units, 800,000 square feet of commercial uses, 4 million square feet of office space, 1.5 million square feet of light industrial space, and 3,000 hotel rooms, all phased over a 20 year period.

Unique wildlife habitat resources consist of riparian and other wetlands, as well as habitat for sensitive species. We recommend that the DEIR discuss and provide adequate mitigation for the following concerns:

1. The project's impact upon fish and wildlife and their habitat. We recommend that the DEIR identify natural habitats and provide a discussion of how the proposed project will affect their function and value.

2. The project's impact upon significant habitat such as wetlands, including riparian habitat. The project should be designed so that impacts to wetlands are avoided. Mitigation should be provided for unavoidable impacts based upon the concept of no net loss of wetland habitat values or acreage.

3. The project's impact to special status species including species that are state and/or federal listed as threatened and endangered. We are particularly concerned with the project's impacts on the Swainson's hawk (*Buteo swainsonii*).

4. The project's growth inducing and cumulative impacts upon fish, wildlife, water quality, and vegetative resources.

5. The DEIR should provide an analysis of specific alternatives which reduce impacts to fish, wildlife, water quality, and vegetative resources.

6. The DEIR should contain an evaluation of the proposed project's consistency with applicable land use, or species recovery plans, such as General Plans, Specific Plans, Habitat Conservation Plans, Critical Habitat Designation, etc.

In addition, the DEIR should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the DFG under section 1600 et seq. of the Fish and Game Code. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and water courses. Impacts triggering regulation by the DFG under these provisions of the Fish and Game Code typically result from activities that:

- Divert, obstruct, or change the natural flow or the bed, channel, or bank of any river, stream, or lake;
- Use material from a streambed; or
- Result in the disposal or deposition of debris, waste, or other material where it may pass into any river, stream, or lake.

In the event implementation of the proposed project involves such activities, and those activities will result in reasonably foreseeable substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required by the DFG. Because issuance of a LSAA is subject to review under the California Environmental Quality Act (CEQA), the DEIR should analyze whether the potentially feasible mitigation measures set forth below will avoid or substantially reduce impacts requiring a LSAA from the DFG.

This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

Pursuant to Public Resources Code Sections 21092 and 21092.2, the DFG requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office.

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Mr. Todd Gardner, Staff Environmental Scientist, at (209) 745-1968 or, Mr. Jeff Drongesen, Senior Environmental Scientist, at (916) 358-2919.

Sincerely,

Kent Smith
Habitat Conservation Program Manager

cc': Page Three

cc: Ms. Jana Milliken
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 95825-1888

Mr. Jeff Drongesen
Mr. Todd Gardner
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

Larry Greene
AIR POLLUTION CONTROL OFFICER

July 2, 2009

Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95819

Subject: River District Specific Plan Notice of Preparation (M09-003)
Sac200801226

Thank you for providing the project listed above to the Sacramento Metropolitan Air Quality Management District (District). Staff comments follow.

1. We applaud this high-density, mixed-use project which is proposed for an underutilized area close to the downtown area, Township 9, and the planned Railyards project. This project can help transform the City of Sacramento into a more urban environment.

2. The District recommends that the City and developer maximize the connectivity between this project and the surrounding neighborhoods including Alkali Flats, North Sacramento, the Railyards, and the downtown area. We're especially concerned about connectivity for bicyclists and pedestrians and urge the developer and the City to assure direct and convenient access to bike trails and lanes, particularly the American River Parkway, 10th street, and State Route 160. The District recommends that the City expand the pattern of small blocks located within a grid network of streets (prevalent in downtown, midtown, and east Sacramento) in this re-development area.

3. Relative to the environmental effects of the proposed project, the District has adopted CEQA thresholds of significance for use in preparing and reviewing environmental documents. Separate thresholds were established for the construction phase and operational phase of projects. Those thresholds are available at www.airquality.org.

4. The City should strongly consider including, in the DEIR, a comprehensive discussion on climate change and green house gases as it applies to this project. As you know, on September 27, 2006, the State of California passed into law AB32, the Global Warming Solutions Act of 2006. This Act requires the State to reduce its carbon emissions by approximately 25% by the year 2020. In addition, the State Attorney General's office has been closely scrutinizing local environmental documents and weighing in on their adequacy as it pertains to global warming. With that in mind, the District has made available on our website a number of guidance documents, including the California Air Pollution Control Officers Association (CAPCOA) white paper on CEQA and Climate Change . These documents are intended to assist local jurisdictions as they attempt to address climate change and greenhouse gas related strategies.

5. In 2005, the California Air Resources Board (CARB) adopted the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB Handbook), which provides guidance to local planners and decision-makers about land use compatibility issues;

particularly, the siting of residential uses within 500 feet of freeways and major roadways. In order to provide further guidance on the CARB Handbook, the District maintains the *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways* (Roadway Protocol). The Roadway Protocol assists local land use jurisdictions in assessing and disclosing potential cancer risk due to diesel particulate matter. The Roadway Protocol also identifies mitigation measures that may reduce this risk. Given the project is bisected by State Route 160 and proximate to the Interstate 5 to the west, it is likely that there are portions of the project site where the Roadway Protocol will be of use. It is the District's recommendation that the draft Roadway Protocol be utilized in the analysis for the Air Quality Section of the DEIR.

6. The DEIR should also analyze and disclose the potential impacts from emissions originating from operations along rail lines within the project area, if there is a potential that these rail lines could return to active use. If the City determines that the rail lines are likely to become active, the DEIR should include estimates of the emissions associated with these operations[1] and mitigation strategies to minimize their impact on future project residents.

7. Because of the size of this project, we believe it will generate short term (construction) and perhaps long-term (operations) air quality impacts which may be in excess of the established District threshold for construction. An air quality analysis should be done on the project in order to determine if those impacts are significant. Demolition activities and building construction inputs will be critical to an accurate analysis. Relative to the construction impacts, if those impacts are significant, the SMAQMD standard construction mitigation measures should be used. Those measures include both on-site strategies and the possibility of an off-site mitigation fee. They can be found on our website.

8. If the project is significant for operational impacts, we recommend the creation and implementation of an air quality mitigation plan which would seek to reduce emissions by 15%. We recommend that the plan be endorsed by us and included in the DEIR. In order to achieve this timing, we recommend that the proponent work with us as early as possible in order to create that plan.

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. Please see the attached document describing SMAQMD Rules which may apply to this project.

Please send the environmental document, including the air quality analysis to me. If you have questions, please contact me at (916) 874-2694 or jhurley@airquality.org.

Sincerely,

Joseph James Hurley
Air Quality Planner/Analyst

c: Larry Robinson, SMAQMD

[1] The District recommends that estimates of operational rail line emissions be calculated using the methodology described in the "complete report" document on the Roseville Railyards Study webpage on the California Air Resources Board website; http://www.arb.ca.gov/diesel/documents/rrstudy.htm.

SMAQMD Rules & Regulations Statement (revised 1/07)

*The following statement is recommended as standard condition of approval or construction document language for **all** development projects within the Sacramento Metropolitan Air Quality Management District (SMAQMD):*

All projects are subject to SMAQMD rules and regulations in effect at the time of construction. A complete listing of current rules is available at www.airquality.org or by calling 916.874.4800. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Rule 201: General Permit Requirements. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from SMAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the District early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc) with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a California Air Resources Board portable equipment registration.

Other general types of uses that require a permit include dry cleaners, gasoline stations, spray booths, and operations that generate airborne particulate emissions.

Rule 403: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities or any other construction activity to prevent airborne dust from leaving the project site.

Rule 417: Wood Burning Appliances. Effective October 26, 2007, this rule prohibits the installation of any new, permanently installed, indoor or outdoor, uncontrolled fireplaces in new or existing developments.

Rule 442: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 902: Asbestos. The developer or contractor is required to notify SMAQMD of any regulated renovation or demolition activity. Rule 902 contains specific requirements for surveying, notification, removal, and disposal of asbestos containing material.

SMAQMD Recommended Mitigation for Reducing Emissions from Heavy-Duty Construction Vehicles

Only For Projects With Construction Emissions Above the CEQA Threshold of Significance

Revised December 9, 2005

Category 1: Reducing NOx emissions from off-road diesel powered equipment

The project shall provide a plan, for approval by the lead agency and SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction[1] compared to the most recent CARB fleet average at time of construction; and

The project representative shall submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.

and:

Category 2: Controlling visible emissions from off-road diesel powered equipment

The project shall ensure that emissions from all off-road diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the lead agency and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. The SMAQMD and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this section shall supersede other SMAQMD or state rules or regulations.

---

[1]Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

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July 1, 2009

Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

Subject: River District Specific Plan NOP (M09-003)

Dear Ms. Hageman:

Regional Transit (RT) staff have reviewed the Notice of Preparation for the River District Specific Plan and offer the following comments:

Light Rail

The Blue and Gold light rail lines currently operate in close proximity to the study area. The Blue line operates on North 12th Street, and the Gold Line operates near 7th and H Streets currently terminating at the Sacramento Valley Station. Construction of a third light rail extension (Green Line - Downtown/Natomas/Airport Minimum Operable Segment -1 (DNA MOS-1) is underway. The Green Line will be the first leg of the light rail extension between downtown Sacramento and the Sacramento International Airport. The MOS-1 will operate between the existing 13th and 16th Street Light Rail Stations to the northwest corner of North 7th Street and Richards Boulevard at a new station at the Township 9 development. The new service is planned to begin by the end of 2010.

The full Downtown Natomas Airport (DNA) Light Rail Extension will continue in its planning process with the goal of crossing the American River in the Sequoia Pacific Boulevard area. A station is also planned near Sequoia Pacific and Richards Boulevards.

In 2006, a study funded by the Sacramento Housing and Redevelopment Area and conducted by Regional Transit studied the feasibility of the Dos Rios Light Rail Station on North 12th Street near Ahern Street. The station was determined feasible with the most favorable location north of Ahern, south of Richards Boulevard.

Bus Operations

Bus Routes 11, 15, 29 and 33 operate in the Richards Boulevard Redevelopment Area. Numerous other bus routes either operate in the Railyards area, or are within walking distance to the Railyards area including routes 2, 3, 6, 7, 30, 31, 34, 51 and 109.

TransitAction Plan

RT's draft TransitAction Plan for 2035 identifies the DNA alignment along North

7th Street and Richards Boulevard; high capacity, high frequency and high quality bus service on North 12th and North 16th Streets; and improved local and neighborhood bus service.

Comments

1. The benefits of public transit need to be assessed within the environmental analysis. Public Transit works to reduce Vehicle Miles Travelled, which results in reductions of greenhouse gases, air quality impacts and traffic congestion. Finance plans for the redevelopment areas shall include fair share contributions and land dedications for the construction and operation of light rail and bus service in this area. RT staff will provide cost estimates for light rail and bus service within these redevelopment areas.

2. Transit oriented development shall be provided adjacent to light rail stations. Land uses adjacent to stations shall be mixed use development with density and intensity to support transit. Ground floor retail shall be provided to enliven station areas and to improve safety.

3. Business and residential development shall develop transit supportive programs by offering transit pass subsidies and joining the Sacramento TMA.

4. Bicycle and pedestrian connectivity to transit facilities is critical. Bicycle and pedestrian infrastructure (e.g. bikeways, pedestrian ways, direct access to transit stops and stations) shall be incorporated into the project areas to reduce green house gas, and provide modal alternatives.

5. Construction activities shall not impact transit service or pedestrian access to transit facilities. RT considers it an adverse impact on service if disruption or delays occur, or if accessibility is difficult for patrons during construction.

6. Park and ride facilities affect transit operations and should be considered in the environmental analysis. The station at Township 9 wil be a terminal station for a period of time. The station near Sequoia Pacific will be the first station on the north side of the Central City. The presence, quantity, and location of parking will need to be analyzed. Regional Transit has identified a need of between 250 and 400 park and ride spaces near the Township 9 station. The Specific Plan should provide for park and rides spaces near transit facilities.

7. Surface parking lots can create heat islands. All parking within the redevelopment areas shall not exceed city parking and tree shading standards. Shared parking shall be encouraged where possible.

8. Parking competes with transit. Parking ratios should be lower than City standards.

9. Traffic signal priority for buses shall be incorporated into major intersections.

Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact Don Smith at (916) 556-0506 or dsmith@sacrt.com.

Sincerely,

Don Smith
Senior Planner

c: RoseMary Covington, AGM Planning and Transit Service Development, RT
Paul Marx, Planning Director, RT
Fred Arnold, Director of Real Estate, RT

June 29, 2009

Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

Dear Ms. Hageman,

Thank you for the opportunity to review and comment on the Notice of Preparation for the River District Specific Plan (M09-003) Environmental Impact Report. The area being studied for this proposal lies within the American River Flood Control District. Since the River District Specific Plan seeks to incorporate waterside amenities and access points into the River District neighborhood, it is important to note that the waterside reach of this study zone is overlain with a federally authorized flood control levee.

The study team for this effort should be aware of the restrictions placed on activities conducted on federal levees under federal 33 CFR Section 208.10 and Title 23 of the California Water Code. It is also important to know that the land established for the levee and the flood control easements on both the water and land sides is owned by the State of California and is maintained and operated by the American River Flood Control District. Any activities or encroachments proposed within the flood control area of the levee are subject to permits from the California Central Valley Flood Protection Board. Requirements of the CVFPB and permit information can be found at http://www.cvfpb.ca.gov .

Thanks again for being able to comment on this proposed work. I would very much like to meet with the planning team for this effort and convey any information that I have that may assist the team and inform them of the implications for planning developments on or near levees.

Sincerely,

Tim Kerr
General Manager

voice 916-929-4006 fax 916-929-4160

165 Commerce Circle, Suite D,
Sacramento, California 95815

Countywide Services Agency

Environmental Management Department

Environmental Compliance Division
Dennis Green, Chief

County of Sacramento

Terry Schutten, County Executive
Jim Hunt, Acting Agency Administrator
Val F. Siebal, Department Director

Ms. Jennifer Hageman
City of Sacramento Community Development
300 Richards Boulevard
Sacramento, CA 95811

July 2, 2009

SUBJECT: NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE RIVER DISTRICT SPECIFIC PLAN

Dear Ms. Hageman,

Thank you for the opportunity to comment on the NOP for the proposed River District Specific Plan. The Sacramento County Environmental Management Department (EMD) is the Local Enforcement Agency (LEA) for the California Integrated Waste Management Board (CIWMB) and the Certified Unified Program Agency (CUPA) for Sacramento County. As the Sacramento County LEA, EMD has authority and responsibility for regulatory oversight of all solid waste handling and disposal sites within the Cities and County of Sacramento. In addition, EMD also implements the hazardous materials and hazardous waste generator programs under its CUPA responsibilities.

As he indicated to you in his NOP comment letter dated June 26, 2009, CIWMB staff John Loane stated that the River District Specific Plan area "is bordered on the east by the historical Old Sac City Landfill which is a compilation of the Cannon Landfill (Solid Waste Information System (SWIS) #34-CR-0001) Assessors' Parcel Numbers (APNs) 003-0032-008 and 003-0032-009, the Bell Landfill (SWIS #34-CR-0002) APNs 001-0160-010 and 001-0160-011, the SP Railroad Landfill (SWIS #34-CR-5003) APNs 003-0032-012 and 003-0041-006, the Lennane Landfill (SWIS #34-CR-5004) APN 001-0170-022, and the Scollan Landfill (SWIS #34-CR-5005) APN 003-00410-003." All of these landfills are "pre-regulation" solid waste disposal sites for which there is limited archival information. If development is planned that will encroach on these old landfill sites then additional investigative studies may warranted.

For your consideration, many jurisdictions statewide, including the City of Rancho Cordova, have incorporated the requirements under the California Code of Regulations, Section 21190, into their building and zoning codes requiring more stringent building standards for any structures within 1000 feet of a solid waste landfill in order to reduce the potential for landfill gas (methane) migration from the landfills into adjacent structures.

We look forward to commenting on the pending EIR for this and upcoming specific plans within the City of Sacramento. If you have any questions you may contact me at (916) 876-7883.

Sincerely,

Lisa Todd

Lisa Todd
Supervising Environmental Specialist

LT:jm

W:\Data\Todd\CEQA\City of Sac NOP comment letter.July 2009.doc

10545 Armstrong Avenue
Mather, CA 95655
Tele: [916] 876-6000
Fax: [916] 876-6160
Website: www.srcsd.com

June 23, 2009

Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Blvd.
Sacramento, CA 95811

Dear Ms. Hageman:

Subject: River District Specific Plan Notice of Preparation (NOP) of the Environmental Impact Report (EIR) – M09-003

Sacramento Regional County Sanitation District (SRCSD) has reviewed the subject document and has the following comments:

The subject project is proposing a target growth of approximately 8,000 residential dwelling units, 800,000 square feet of commercial uses, 4 million square feet of office, 1.5 million square feet of light industrial, and 3,000 hotel rooms, phased over a 20-year period. The subject project is generally located south of the American River, and east of the Sacramento River.

Please be advised that SRCSD owns the 30" Sump 82 force main located parallel to North 18th Street, which is within the project boundaries. The City of Sacramento (City) is responsible for maintenance of this facility.

Local sanitary sewer service for the proposed project site will be provided by the City of Sacramento's local sewer collection system. Ultimate conveyance to the Sacramento Regional Wastewater Treatment Plant (SRWTP) for treatment and disposal will be provided via the City Interceptor. Cumulative impacts of the proposed development will need to be quantified by the developer to ensure adequate wet weather and dry weather capacity within the City Interceptor.

In November 1980, the Operations and Maintenance Agreement between SRCSD and the City of Sacramento regarding the Combined Wastewater Control System (CWCS) was executed.

Section 3.F. Responsibilities of District in Operation of CWCS states:

1. *The District agrees to accept flows via the City Interceptor from the following City service areas up to the maximum instantaneous flow rates indicated:*

Service Area	*Maximum Flow Rate*
Sump 2	*60 MGD*

The parties to this Agreement acknowledge and agree that the 60 MGD maximum flow rate supersedes the 70 MGD figure specified in Section 29 of the Master Interagency Agreement.

Sump 21, 55 and 119	*38 MGD*
Gravity intercepts to City Interceptor at or downstream of the North Meadowview Intercept Structure	*10.5 MGD*
Total to City Interceptor	*108.5 MGD*

2. *Up to the design flow capacity limit of the City Interceptor upstream of the North Meadowview Intercept Structure, estimated at 98 MGD, the Wastewater Treatment Superintendent (or a designated representative) may authorize flows from Sump 2 for stipulated time periods in excess of the 60 MGD limit above noted. It is the intent here to accommodate higher levels of treatment for combined wastewater flows during periods when SRWTP secondary treatment capacity is available due to lag in receipt of inflow from other District service areas or when the City Interceptor influent flows from Sumps 21, 55 and 119 are less than 38 MGD.*

As stated in the table above the total amount of flow that can be discharged to the City Interceptor is 108.5 MGD. It is the City of Sacramento's responsibility to ensure that the additional flow from this project does not exceed the limits established for the three locations listed above.

If you have any questions or concerns regarding these comments, please feel free to contact me at (916) 876-5608 or by e-mail at obonel@sacsewer.com.

Sincerely,

Elizabeth Obon
Sacramento Regional County Sanitation District

cc: SRCSD Development Services

Pacific Gas and Electric Company
Land Services Office
343 Sacramento Street
Auburn, CA 95603

Direct: (530) 889-5089
Fax: (530) 889-3392
Email: dlkn@pge.com

June 26, 2009

City of Sacramento
Community Development Department
Attn: Jennifer Hageman
300 Richards Boulevard
Sacramento, CA 95811

RE: NOP - River District Specific Plan (M09-003) Environmental Impact Report

Dear Ms. Hageman:

Thank you for giving PG&E the opportunity to review the Notice of Preparation for the above referenced project. PG&E has the following comments regarding this project:

PG&E owns and operates gas transmission and distribution facilities which are located within the River District Area. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their plans. Any proposed development plans should provide for unrestricted utility access and prevent encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Please note that PG&E standby personnel is required when potholing gas transmission facilities to confirm depths and/or when construction activities are taking place within 5 feet of the gas line. Prior to any excavation near the gas transmission facilities;

1. Excavator to call USA when requesting PG&E to locate and mark gas pipe. Request field meeting with PG&E Locator (via the USA comment section) to discuss the proposed work and to confirm PG&E contact number for standby.

2. A PG&E standby person is required to be on site whenever excavation is within 5-foot from the edge of the pipe. Excavator to call (916) 386-5153 at PG&E 48-hours in advance to request inspector to standby.

3. Prior to using any power operated equipment, the approximate location of the pipe must first be determined by hand excavation or careful probing. Probe at right angles to the pipe at a depth of 24 inches and at spacing no greater than 5 inches. If it is determined that the depth of the pipeline is greater than the initial probing or hand excavation, then excavation by power-operated equipment will be permitted to a depth 12 inches less than the actual probing or hand dug depth. Hand digging is required within 12 inches from the pipe.

PG&E operates and maintains the Allison – Davis (Idle) 60kV Tower Line which is located within the River District Area. **Land use is restricted within the easement.** One of PG&E's concerns is for continued access to the structures and lines with heavy equipment for maintenance and repair of the towers, insulators, and wires. Another is for adequate ground clearance from the wires as set forth in California Public Utilities Commission General Order No. 95 for the proposed improvements. Please work closely with PG&E in the development plans around PG&E facilities. PG&E requests that the City and/or developers of specific sites obtain a no objection letter from PG&E before any proposed improvements become approved by the City around PG&E's facilities to ensure the safety and reliability of PG&E's facilities and the public.

PG&E requests that a standard 12.5 foot Public Utility Easement for underground facilities and appurtenances adjacent to all public ways, private drives and/or Irrevocable Offer of Dedication.

We would also like to note that continued development consistent with the City's General Plans will have a cumulative impact on PG&E's gas systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution mains, the range of improvements needed to accommodate additional load on the gas system could included, but not limited to, regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments, any possible relocations, and any potential environmental issues associated with extending utility service to the proposed project. This will assure the projects compliance with CEQA and reduce potential delays to the project schedule.

PG&E remains committed to working with the City to provide timely, reliable and cost effective gas service to the River District Area. We would also appreciate being copied on future correspondence regarding this subject as the project develops.

If you have any questions regarding the above comments, please contact me at (530) 889-5089 or via email at dlkn@pge.com.

Sincerely,

Donald Kennedy
Land Agent

Sacramento Area Bicycle Advocates
SABA
Making Sacramento a cycling capital

909 12th Street Ste 114 Sacramento, CA 95814 (916) 444-6600 www.sacbike.org

June 11, 2009

Jennifer Hageman, Senior Planner
City of Sacramento, Development Services Department
300 Richards Boulevard
Sacramento, CA 95811

RE: Notice of Preparation River District Specific Plan (M09-003) Environmental Impact Report

Dear Ms. Hageman:

Thank you for the opportunity to comment on the Notice of Preparation for the River District Specific Plan Environmental Impact Report (EIR)

The scope of the EIR should include an examination of bicycle and pedestrian connectivity. Though the notice of preparation indicates the plan will connect pedestrians and cyclists to the waters' edges, the planning area will need to connect externally across the rivers and the manmade features that form the plan's boundaries.

The Sacramento and American Rivers, I-5, Highway 160 and the northern levee bounding the railyards all are barriers for bicyclists and pedestrians. For example, currently the Two Rivers Trail ends at Highway 160 with no way for bicyclists to cross the highway. There is no crossing of the American River except at the western and eastern edges of the plan boundaries. The crossing of the American River at Discovery Park is not all-weather since it is subject to closure because of flooding.

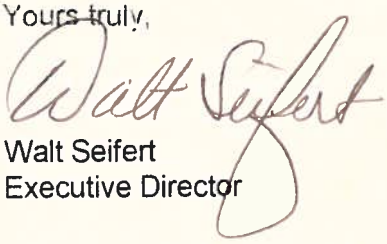
The Riverfront Master Plan calls for a bicycle pedestrian bridge over the Sacramento River in the plan area. The Downtown Natomas Airport light rail line has an alignment that takes it through the plan area and across the American River on a new bridge. These bridges and other external connections should be considered in project planning and in the EIR.

If good external connections are provided, the plan area could be a significant destination for bicyclists. Bicycle parking for employees, residents and visitors should also be addressed in the DEIR.

SABA is an award-winning nonprofit organization with more than 1400 members. We represent bicyclists. Our aim is more and safer trips by bike. We are working for a future in which bicycling for everyday transportation is common because it is safe, convenient, and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest,

most energy efficient, and least congesting form of transportation.

Yours truly,



Walt Seifert
Executive Director

WALKSACRAMENTO
Walkable Communities = Communities of Walkers

July 8, 2009

Jennifer Hageman
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

Via email to jhageman@cityofsacramento.org

RE: River District Specific Plan NOP

Dear Ms. Hageman:

*WALK*Sacramento is pleased to submit the following suggestions regarding the scope and content of the proposed EIR for the River District Specific Plan. The RDSP growth target of approximately 8,000 residential dwelling units, 800,000 square feet of commercial, 4 million square feet of office space, 1.5 million square feet of light industrial, and 3,000 hotel rooms will add tremendous pedestrian and bicycle demands on the plan area circulation and transportation infrastructure. It will be very important to prepare for this growth with a clear view of the impacts.

*WALK*Sacramento suggests that the Environmental Impact Report address the following issues.

1. *Access to bikeways on east side of the Sacramento River and the south side of the American River* - These recreational amenities and travel routes for pedestrians and bicyclists will become more important in the future as walking and biking rates increase.

2. *Pedestrians and bicyclist delay due to signal timing at the I-5/Richards Boulevard interchange* - Richards Boulevard will be the major access point to the RDSP area for pedestrians and bicyclist coming from north of the American River.

3. *Land available to provide convenient approaches to the future Truxel crossing of the American River for pedestrians and bicyclists* - Travel paths should be as direct as possible to encourage walking and biking.

4. *Convenient routes to downtown and the Railyards are maintained for pedestrians and bicyclists* - Well marked routes should be available during and after construction of roadways and buildings.

909 12th Street, Suite #122 • Sacramento, CA 95814 • 916-446-9255 • fax 916-443-9255
www.walksacramento.org

5. *Include a diagram indicating pedestrian walkways, level of amenities, and major destinations* - Drawings can help the public evaluate mitigations that may be proposed.

6. *Mitigations that promote non-vehicular transportation for significant impacts to vehicle Level of Service should be quantified* - Vehicle level of service is measured and the mitigations proposed for impacts to vehicle LOS should also be measured.

7. *Internal connectivity* - In addition to the specific connectivity issues identified above, we suggest that the DEIR address internal and adjacent connectivity utilizing the methodology of the draft LEED for Neighborhood Development Rating System. This requires the project to calculate the number of intersections per square mile within the project and within a 1/2 mile distance of the project.

WALKSacramento encourages people to walk and bicycle in their communities. The benefits include improved physical fitness, less motor vehicle traffic congestion, better air quality and a stronger sense of cohesion and safety in local neighborhoods. WALKSacramento is a member of the Partnership for Active Communities, formerly the Safe Routes Sacramento Partnership. The Partnership is working to support increased physical activity such as walking and bicycling in local neighborhoods as well as helping to create community environments that support walking and bicycling.

Thank you for your consideration of these comments and recommendations. If you have questions or need additional information, please contact me at (916) 709-9843 or cholm@walksacramento.org.

Sincerely,

Chris Holm
Project Analyst

*WALK*Sacramento
909 12th Street, Suite #122
Sacramento, CA 95814

MEMO

JUNE 9, 2009

TO: Jennifer Hageman
Community Development
City of Sacramento

FROM: Terry Kastanis
1400 – 41st Street
Sacramento, CA 95819-4041
(916) 455-5682

SUBJECT: Response to NOP, River District Specific Plan (M09-003) EIR, Personal Comments

After attending the stakeholders workshop on this project, I am compelled to respond as follows:

1. The plan does not take advantage of the two rivers that surround the site. Instead of a marina, for example a boat house is planned! Motorized water craft will not be allowed, just canoes and paddle boats. This is the last opportunity for a river-water friendly plan, unlike the Sacramento River in Old Sac, etc. where the river is 30 feet below pedestrian level and a steel ramp must be used to access the water.
2. River access is limited to the Two River Trail rather than a broad landscaped boulevard, set back from the river, with picnic areas and observation/access points along the river, for vehicular as well as pedestrian/peddle traffic. It appears that the plan calls for the river to be part of the urban development up against the river rather than the river open and accessible to the general public. There is no park or parkway along the river. There is housing and businesses blocking the view and access to the river. A minimum of a 50 foot setback should be provided as seen in Portland's use of its rivers and San Francisco's water front.

The American River is a beautiful waterway….The American River Parkway is a treasure to keep and preserve……please design a plan that keeps these wonderful Sacramento attributes available to the general public, not to just the developers and home-owners who buy into the area. Condemn the land if it's privately owned and move the levee if necessary. Don't say yes to a plan to keeps you and me **out!**

A timely acknowledgment of the receipt of this written public comment will be appreciated.

6/11/09
called.

Thank you.

APPENDIX B: Air Quality

Air Quality Assessment
for the River District Specific Plan
Sacramento, California

Prepared for:
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

July 13, 2010

TABLE OF CONTENTS

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Appendices

ACRONYMS AND ABBREVIATIONS

CAP	criteria air pollutant
CCAR	California Climate Action Registry
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Sacramento
CO	carbon monoxide
CO_2	carbon dioxide
EIR	Environmental impact report
GHG	greenhouse gas
NO_X	oxides of nitrogen
PM_{10}	particulate matter
precursor	ozone precursor
RDSP	River District Specific Plan
ROG	reactive organic gases
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO_2	Sulfur dioxide
SVAB	Valley Air Basin

INTRODUCTION

The purpose of this air quality assessment is to quantify estimates of long-term area and mobile source emissions as well as green house gas emissions resulting from development of the 773-acre River District Specific Plan (RDSP). This data will support the City of Sacramento's preparation of the air quality section of the RDSP environmental impact report (EIR) in compliance with the California Environmental Quality Act (CEQA). The RDSP area is located within the City of Sacramento (City), which lies within the Sacramento County portion of the Sacramento Valley Air Basin (SVAB). Sacramento County is designated a nonattainment area for the state 1-hour and 8-hour ozone standards, and for the state particulate matter[1] (PM_{10} and $PM_{2.5}$) standards; it is also a nonattainment area for the 8-hour federal ozone standard, and the federal PM_{10} and $PM_{2.5}$ standards.

AECOM estimated the net change in criteria air pollutant (CAP), ozone precursor (precursor), and greenhouse gas (GHG) emissions associated with operation of the RDSP at buildout (estimated for year 2035) relative to existing conditions (year 2009). CAPs are defined as air pollutants with concentration-based ambient air quality standards have been set to protect human health and the environment. Pollutants analyzed in this report include: ozone, carbon monoxide (CO), carbon dioxide (CO_2), oxides of nitrogen (NO_X), reactive organic gases (ROG), sulfur dioxide (SO_2), and particulate matter with an aerodynamic diameter less than 10 microns (PM_{10} and $PM_{2.5}$). The net changes in emissions are detailed in the sections that follow. Per the City's direction, short-term emissions associated with construction of the project were not evaluated at this time due to lack of construction phasing data.

The long-term area and mobile source emissions are based on land use and traffic data provided by the City and the City's traffic consultant (Dowling Associates, Inc. 2010). The land use and traffic data bundled a number of entitled development projects into the RDSP area, including the Township 9 development. This means that for the RDSP buildout year 2035, the land use and traffic dataset includes development that previously went through environmental review and was entitled by the City (i.e., not specifically proposed as part of the RDSP project). Because an EIR was previously prepared for Township 9 (with an estimated buildout date of 2030), AECOM was able to subtract CAP and precursor emissions associated with Township 9 from those modeled for the RDSP. However, GHG emissions data were not included in the Township 9 EIR and subsequently could not be subtracted from those modeled for the RDSP. Although the estimated buildout analysis years were five years apart for Township 9 and RDSP, and other entitled projects are still included in the long-term emissions modeling (such as Continental Plaza and Lottery Expansion), AECOM was able to provide a slightly more accurate estimation of operational CAP and precursor emissions associated with the development of the RSDP.

Because data were not available to estimate the emissions associated with the RSDP development alone, the CAP, precursor, and GHG emissions associated with operation of the RSDP area at buildout are likely an overestimate; however, the modeled emissions represent realistic conditions on the project site upon RDSP buildout.

METHODS

AIR QUALITY MODELING

Existing (year 2009) and future (year 2035) CAP, precursor, and GHG emissions associated with the operation of the RDSP study area were modeled using the Urban Emissions Model (URBEMIS2007, Version 9.2.4, Rimpo and Associates 2008) with traffic data provided by the City's traffic consultant (Dowling Associates, Inc. 2010). Additionally, indirect GHG emissions associated with electricity demand were estimated using consumption rates from the California Energy Commission (California Energy Commission [CEC] 2000) and emission factors from

[1] Particulate matter may be divided into many size fractions, measured in microns (*a micron is one-millionth of a meter)*. The California Air Resources Board (CARB) regulates two size classes of particles - particles up to 10 microns (PM_{10}) and particles up to 2.5 microns in size ($PM_{2.5}$). $PM_{2.5}$ particles are a subset of PM_{10}.

the California Climate Action Registry (CCAR General Reporting Protocol, v 3.1, 2009). Water consumption was estimated using demand factors from the City's Senate Bill 610 Water Supply Assessment and Certification Form. All air quality modeling was conducted in accordance with the Sacramento Metropolitan Air Quality Management District's (SMAQMD's) recommendations in its CEQA Guide to Air Quality Assessment (SMAQMD 2009). See Appendix A for detailed model input assumptions and model output.

RESULTS

OPERATIONAL CAP AND GHG EMISSIONS

The incremental operational CAP, precursor, and GHG emissions associated with development of the RDSP are summarized in Tables 1 through 7. URBEMIS modeling results for the incremental operation of mobile and area sources in the RDSP (existing and 2035) are provided in Tables 1 and 2. CAP and precursor emissions from existing land uses are summarized in Table 3 (the full range of values may be found in Tables 1 and 2, under annual average emissions, existing). CAP and precursor emissions from RDSP at buildout (2035) are summarized in Table 4 (the full range of values may be found in Tables 1 and 2, under annual average emissions, 2035). CAP and precursor emissions data from the Township 9 EIR at buildout (2030) are shown in Table 5. The net change in operational CAP emissions (RSDP CAP emissions, less those from Township 9), are shown in Table 6. The net change in RSDP incremental operational GHG emissions, including indirect GHG emissions from electricity and water use, are summarized in Table 7.

Table 1
Incremental Operational (Mobile-Source) CAP, Precursor, and GHG Emissions from RDSP

	ROG lb/day	NO_X lb/day	CO lb/day	SO_2 lb/day	PM_{10} lb/day	$PM_{2.5}$ lb/day	CO_2 tons/day	CO_2 MT/year
Annual Average Emissions								
Existing	953	1,117	11,179	8	1,276	247	373	123,657
2035	538	377	5,174	14	2,387	453	704	233,057
Net Change Due to Full Development of RDSP[1]	**-415**	**-740**	**-6,005**	**6**	**1,110**	**206**	**330**	**109,400**
Summer Maximum Emissions								
Existing	979	957	11,672	8	1,276	247	399	132,073
2035	560	320	5,437	15	2,387	453	755	249,846
Net Change Due to Full Development of RDSP[1]	**-419**	**-637**	**-6,235**	**7**	**1,111**	**206**	**356**	**117,773**
Winter Maximum Emissions								
Existing	902	1,437	10,195	6	1,276	247	323	106,827
2035	494	490	4,649	12	2,387	453	602	199,479
Net Change Due to Full Development of RDSP[1]	**-408**	**-946**	**-5,546**	**6**	**1,111**	**206**	**280**	**92,652**

Notes:
CAP = criteria air pollutant; CO = carbon monoxide; CO_2 = carbon dioxide; GHG = greenhouse gas; lb/day = pounds per day; MT = metric tons; NO_X = oxides of nitrogen; ROG = reactive organic gases; SO_2 = sulfur dioxide; PM_{10} = particulate matter less than 10 micrometers in diameter; $PM_{2.5}$ = particulate matter less than 2.5 micrometers in diameter; RDSP = River District Specific Plan; VMT = vehicle miles traveled.
Values may not sum exactly due to rounding.
[1] Negative values can be attributed to anticipated reductions in emission factors over the planning horizon, due to more stringent motor vehicle emissions control requirements.
Source: Dowling Associates 2010, data modeled by AECOM 2010

Table 2
Incremental Operational (Area-Source) CAP, Precursor, and GHG Emissions from RDSP

	ROG lb/day	NO_X lb/day	CO lb/day	SO_2 lb/day	PM_{10} lb/day	$PM_{2.5}$ lb/day	CO_2 tons/day	CO_2 MT/year
Annual Average Emissions								
Existing	70	29	36	0	0	0	17	5,754
2035	480	139	90	0	0	0	86	28,507
Net Change Due to Full Development of RDSP	**410**	**110**	**54**	**0**	**0**	**0**	**69**	**22,753**
Summer Max Emissions								
Existing	73	29	51	0	0	0	17	5,756
2035	480	139	96	0	0	0	86	28,482
Net Change Due to Full Development of RDSP[1]	**408**	**110**	**46**	**0**	**0**	**0**	**69**	**22,726**
Winter Max Emissions								
Existing	69	32	23	0	0	0	19	6,425
2035	482	183	103	0	4	4	115	37,996
Net Change Due to Full Development of RDSP	**413**	**152**	**80**	**0**	**4**	**4**	**95**	**31,571**

Notes:
CAP = criteria air pollutant; CO = carbon monoxide; CO_2 = carbon dioxide; lb/day = pounds per day; MT = metric tons; NO_X = oxides of nitrogen; ROG = reactive organic gases; SO_2 = sulfur dioxide; PM_{10} = particulate matter less than 10 micrometers in diameter; $PM_{2.5}$ = particulate matter less than 2.5 micrometers in diameter; RDSP = River District Specific Plan; VMT = vehicle miles traveled.
Values may not appear to sum correctly due to rounding.
Source: Dowling Associates 2010, data modeled by AECOM 2010

Table 3
Annual Average Operational CAP and Precursor Emissions from RDSP (Existing Conditions)

	ROG lb/day	NO_X lb/day	CO lb/day	PM_{10} lb/day
RDSP				
Mobile-Source Emissions	953	1,117	11,179	1,276
Area-Source Emissions	70	29	36	0
Total Operational Emissions	**1,024**	**1,146**	**11,215**	**1,276**
SMAQMD Threshold	**65**	**65**	**-**	**-**

Notes:
CAP = criteria air pollutant; CO = carbon monoxide; lb/day = pounds per day; NO_X = oxides of nitrogen; ROG = reactive organic gases; PM_{10} = particulate matter less than 10 micrometers in diameter; SMAQMD = Sacramento Metropolitan Air Quality Management District.
Values may not sum exactly due to rounding.
Source: Dowling Associates 2010, data modeled by AECOM 2010

Table 4 Annual Average Operational CAP and Precursor Emissions from RDSP (2035)				
	ROG lb/day	NO_X lb/day	CO lb/day	PM_{10} lb/day
RDSP				
Mobile-Source Emissions	538	377	5,174	2,387
Area-Source Emissions	480	139	90	0
Total Operational Emissions	**1,018**	**515**	**5,264**	**2,387**
SMAQMD Threshold	**65**	**65**	**-**	**-**

Notes:
CAP = criteria air pollutant; CO = carbon monoxide; lb/day = pounds per day; NO_X = oxides of nitrogen; ROG = reactive organic gases; PM_{10} = particulate matter less than 10 micrometers in diameter; SMAQMD = Sacramento Metropolitan Air Quality Management District.
Values may not sum exactly due to rounding.
Source: Dowling Associates 2010, data modeled by AECOM 2010

Table 5 Annual Average Operational CAP and Precursor Emissions from Township 9 (2030)				
	ROG lb/day	NO_X lb/day	CO lb/day	PM_{10} lb/day
Operational Phase B				
Mobile-Source Emissions	212	341	2,591	246
Area-Source Emissions	169	49	24	1
Total Operational Emissions	**381**	**390**	**2,615**	**247**
SMAQMD Threshold	**65**	**65**	**-**	**-**

Notes:
CAP = criteria air pollutant; CO = carbon monoxide; lb/day = pounds per day; NO_X = oxides of nitrogen; ROG = reactive organic gases; PM_{10} = particulate matter less than 10 micrometers in diameter; SMAQMD = Sacramento Metropolitan Air Quality Management District.
Values may not sum exactly due to rounding.
Source: City of Sacramento 2007.

Table 6
Net Annual Operational (Mobile- and Area-Source) CAP and Precursor Emissions (2035) Minus Township 9 (2030)

	ROG lb/day	NO_X lb/day	CO lb/day	PM_{10} lb/day
Mobile-Source Emissions	326	36	2,583	2,141
Area-Source Emissions	311	90	66	-1
Total Operational Emissions	**637**	**125**	**2,649**	**2,140**
SMAQMD Threshold	**65**	**65**	**-**	**-**

Notes:
CAP = criteria air pollutant; CO = carbon monoxide; lb/day = pounds per day; NO_X = oxides of nitrogen; ROG = reactive organic gases; PM_{10} = particulate matter less than 10 micrometers in diameter; SMAQMD = Sacramento Metropolitan Air Quality Management District.
Values may not appear to sum correctly due to rounding.
Source: City of Sacramento 2007; Dowling Associates 2010, data modeled by AECOM 2010

Table 7
Incremental (2035 Minus Existing) Operational GHG Emissions from RDSP

	CO_2e Emissions MT/year
Incremental Direct Operational Emissions	132,152
Incremental Indirect Operational Emissions (Residential and Commercial Electricity Consumption)	35,119
Incremental Indirect Operational Emissions (Water Pumping and Distribution)[1]	354
Total Incremental Operational Emissions	**167,624**

Notes:
GHG = greenhouse gas; MT = metric tons; RDSP = River District Specific Plan
Values may not appear to sum correctly due to rounding.
[1] The negative value for GHG emissions can be attributed to a decrease in water demand due to changes (reduction) in industrial land uses between existing (2009) and 2035 (buildout) conditions.
Source: Dowling Associates 2010, data modeled by AECOM 2010

DISCUSSION AND CONCLUSIONS

OPERATIONAL CAP EMISSIONS

MOBILE SOURCE OPERATIONAL EMISSIONS

As shown in Tables 1, 3 and 4, the annual average mobile-source operational emissions of ROG, NO_X, and CO would be reduced under buildout of RDSP. In other words, the annual average mobile-source operational emissions of ROG, NO_X, and CO are higher for existing conditions than for future RDSP buildout (2035). The decrease in vehicular emissions of these pollutants (despite increased VMT) is primarily due to modeled improvements in future emissions control technologies and fuel types.

Also shown in Table 1, the annual average mobile-source operational emissions of SO_2, PM_{10}, $PM_{2.5}$, and CO_2 are higher for future buildout than for existing conditions, meaning that full development of RDSP (including other entitled projects) results in land-use changes that increase vehicular emissions of these pollutants, even with improved vehicular control technologies and fuel types.

AREA SOURCE OPERATIONAL EMISSIONS

As shown in Tables 2, 3, and 4, the annual average area-source operational emissions of ROG, NO_X, CO, and CO_2 increase at RDSP buildout, relative to existing conditions, while emissions of SO_2, PM_{10}, $PM_{2.5}$, remain basically unchanged due to development of RDSP and entitled projects.

CONCLUSION: OPERATIONAL CAP EMISSIONS

Although there would be a decrease in annual average mobile source operational emissions of ROG, NO_X, and CO from existing conditions to buildout of RDSP in 2035, the incremental operational emissions of CAPs and precursors associated with development of the RSDP would exceed SMAQMD's operational thresholds of significance for ROG and NO_X (65 lb/day), with and without inclusion of the contribution of emissions from Township 9 (Tables 5 and 6).

OPERATIONAL GHG EMISSIONS

The California Natural Resources Agency adopted the text of the CEQA guidelines on December 30, 2009, with the following additions to Appendix G. An impact related to global climate change is considered significant if the proposed project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or,

- Conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

AECOM understands that the City of Sacramento has established a methodology for analysis of impacts related to global climate change within their CEQA documents. In support of the City's analysis, AECOM provides the incremental operational GHG emissions associated with development of the RSDP (including mobile sources, area sources, residential and commercial electricity use, and water use are) in Table 7, which are estimated to be approximately 167,624 MT CO_2e/year.

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APPENDIX A

URBEMIS Model Output Data (Raw)

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Urbemis 2007 Version 9.2.4

Detail Report for Annual Operational Unmitigated Emissions (Tons/Year)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\New\operational sources existing 6_28_10.urb924

Project Name: River District Air Quality Study- Existing Conditions

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	2.91	2.62	27.05	0.02	2.97	0.58	1,751.83
Junior high school	1.88	1.25	12.50	0.01	1.43	0.28	838.67
Library	1.50	1.68	16.57	0.01	1.93	0.37	1,126.46
City park	0.07	0.05	0.47	0.00	0.06	0.01	32.23
Hotel	10.84	11.39	112.14	0.08	13.09	2.53	7,621.49
Hardware/paint store	64.26	84.68	831.46	0.57	97.38	18.83	56,659.46
General office building	29.01	34.26	345.96	0.23	39.04	7.56	22,904.51
General light industry	63.48	67.89	694.10	0.46	77.04	14.93	45,374.34
TOTALS (tons/year, unmitigated)	173.95	203.82	2,040.25	1.38	232.94	45.09	136,308.99

Does not include correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 50 Nonresidential Trip % Reduction: 1.27

Analysis Year: 2009 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	128.67	3.48	dwelling units	386.00	1,345.21	9,416.47
Junior high school		1.60	students	407.00	650.95	4,556.63
Library		8.52	1000 sq ft	103.03	877.83	6,144.81
City park		1.57	acres	16.00	25.12	175.81
Hotel		5.90	rooms	1,006.00	5,939.30	41,575.09
Hardware/paint store		115.08	1000 sq ft	384.00	44,189.26	309,324.80
General office building		13.50	1000 sq ft	1,312.00	17,706.73	123,947.09
General light industry		6.89	1000 sq ft	5,070.00	34,938.10	244,566.72
					105,672.50	739,707.42

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.7	1.7	97.9	0.4
Light Truck < 3750 lbs	10.0	4.0	88.0	8.0
Light Truck 3751-5750 lbs	22.5	0.9	98.7	0.4
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	6.2	18.8	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	20.0	80.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	71.4	28.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	11.1	77.8	11.1

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	7.0	7.0	7.0	7.0	7.0	7.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior high school				20.0	10.0	70.0
Library				5.0	2.5	92.5
City park				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Hardware/paint store				2.0	1.0	97.0
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 7 miles

Home-based shop urban trip length changed from 7.3 miles to 7 miles

Home-based other urban trip length changed from 7.5 miles to 7 miles

Commercial-based commute urban trip length changed from 10.8 miles to 7 miles

Commercial-based non-work urban trip length changed from 7.3 miles to 7 miles

Commercial-based customer urban trip length changed from 7.3 miles to 7 miles

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Urbemis 2007 Version 9.2.4

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\operational sources existing 6_28_10.urb924

Project Name: River District Air Quality Study- Existing Conditions

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	12.84	5.24	6.53	0.00	0.02	0.02	6,342.68

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	173.95	203.82	2,040.25	1.38	232.94	45.09	136,308.99

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	186.79	209.06	2,046.78	1.38	232.96	45.11	142,651.67

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\New\operational sources existing 6_28_10.urb924

Project Name: River District Air Quality Study- Existing Conditions

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	17.88	12.31	154.85	0.10	16.25	3.15	10,246.09
Junior high school	12.53	5.89	71.51	0.05	7.86	1.52	4,908.57
Library	8.59	7.90	94.66	0.07	10.60	2.05	6,594.61
City park	0.49	0.23	2.71	0.00	0.30	0.06	188.68
Hotel	63.84	53.46	640.43	0.45	71.72	13.87	44,618.35
Hardware/paint store	343.34	397.36	4,746.98	3.34	533.57	103.19	331,717.36
General office building	162.52	160.90	1,981.04	1.35	213.89	41.43	134,020.88
General light industry	369.64	318.98	3,979.68	2.68	422.12	81.82	265,431.39
TOTALS (lbs/day, unmitigated)	978.83	957.03	11,671.86	8.04	1,276.31	247.09	797,725.93

Does not include correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 50 Nonresidential Trip % Reduction: 1.27

Analysis Year: 2009 Temperature (F): 95 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	128.67	3.48	dwelling units	386.00	1,345.21	9,416.47
Junior high school		1.60	students	407.00	650.95	4,556.63
Library		8.52	1000 sq ft	103.03	877.83	6,144.81
City park		1.57	acres	16.00	25.12	175.81
Hotel		5.90	rooms	1,006.00	5,939.30	41,575.09
Hardware/paint store		115.08	1000 sq ft	384.00	44,189.26	309,324.80
General office building		13.50	1000 sq ft	1,312.00	17,706.73	123,947.09
General light industry		6.89	1000 sq ft	5,070.00	34,938.10	244,566.72
					105,672.50	739,707.42

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Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.7	1.7	97.9	0.4
Light Truck < 3750 lbs	10.0	4.0	88.0	8.0
Light Truck 3751-5750 lbs	22.5	0.9	98.7	0.4
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	6.2	18.8	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	20.0	80.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	71.4	28.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	11.1	77.8	11.1

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	7.0	7.0	7.0	7.0	7.0	7.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior high school				20.0	10.0	70.0
Library				5.0	2.5	92.5
City park				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Hardware/paint store				2.0	1.0	97.0
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 7 miles

Home-based shop urban trip length changed from 7.3 miles to 7 miles

Home-based other urban trip length changed from 7.5 miles to 7 miles

Commercial-based commute urban trip length changed from 10.8 miles to 7 miles

Commercial-based non-work urban trip length changed from 7.3 miles to 7 miles

Commercial-based customer urban trip length changed from 7.3 miles to 7 miles

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Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\operational sources existing 6_28_10.urb924

Project Name: River District Air Quality Study- Existing Conditions

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	72.52	28.84	50.57	0.00	0.13	0.13	34,766.92

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	978.83	957.03	11,671.86	8.04	1,276.31	247.09	797,725.93

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,051.35	985.87	11,722.43	8.04	1,276.44	247.22	832,492.85

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Urbemis 2007 Version 9.2.4

Detail Report for Winter Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\New\operational sources existing 6_28_10.urb924

Project Name: River District Air Quality Study- Existing Conditions

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Winter Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	12.03	18.44	134.99	0.08	16.25	3.15	8,305.00
Junior high school	5.82	8.84	62.54	0.04	7.86	1.52	3,969.27
Library	7.43	11.87	83.15	0.05	10.60	2.05	5,327.93
City park	0.22	0.34	2.38	0.00	0.30	0.06	152.44
Hotel	50.52	80.34	562.60	0.36	71.72	13.87	36,048.14
Hardware/paint store	369.62	597.27	4,173.92	2.67	533.57	103.19	267,953.71
General office building	151.86	241.36	1,724.90	1.08	213.89	41.43	108,470.66
General light industry	304.16	478.06	3,450.50	2.15	422.12	81.82	215,016.85
TOTALS (lbs/day, unmitigated)	901.66	1,436.52	10,194.98	6.43	1,276.31	247.09	645,244.00

Does not include correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 50 Nonresidential Trip % Reduction: 1.27

Analysis Year: 2009 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

6/28/2010 11:00:21 AM

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	128.67	3.48	dwelling units	386.00	1,345.21	9,416.47
Junior high school		1.60	students	407.00	650.95	4,556.63
Library		8.52	1000 sq ft	103.03	877.83	6,144.81
City park		1.57	acres	16.00	25.12	175.81
Hotel		5.90	rooms	1,006.00	5,939.30	41,575.09
Hardware/paint store		115.08	1000 sq ft	384.00	44,189.26	309,324.80
General office building		13.50	1000 sq ft	1,312.00	17,706.73	123,947.09
General light industry		6.89	1000 sq ft	5,070.00	34,938.10	244,566.72
					105,672.50	739,707.42

6/28/2010 11:00:21 AM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.7	1.7	97.9	0.4
Light Truck < 3750 lbs	10.0	4.0	88.0	8.0
Light Truck 3751-5750 lbs	22.5	0.9	98.7	0.4
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	76.2	23.8
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	6.2	18.8	75.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	20.0	80.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	71.4	28.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	11.1	77.8	11.1

6/28/2010 11:00:21 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	7.0	7.0	7.0	7.0	7.0	7.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior high school				20.0	10.0	70.0
Library				5.0	2.5	92.5
City park				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Hardware/paint store				2.0	1.0	97.0
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 7 miles

Home-based shop urban trip length changed from 7.3 miles to 7 miles

Home-based other urban trip length changed from 7.5 miles to 7 miles

Commercial-based commute urban trip length changed from 10.8 miles to 7 miles

Commercial-based non-work urban trip length changed from 7.3 miles to 7 miles

Commercial-based customer urban trip length changed from 7.3 miles to 7 miles

6/28/2010 10:06:43 AM

Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\operational sources existing 6_28_10.urb924

Project Name: River District Air Quality Study- Existing Conditions

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	68.56	31.74	22.80	0.02	0.31	0.31	38,807.22

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	901.66	1,436.52	10,194.98	6.43	1,276.31	247.09	645,244.00

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	970.22	1,468.26	10,217.78	6.45	1,276.62	247.40	684,051.22

6/28/2010 11:03:24 AM

Urbemis 2007 Version 9.2.4

Detail Report for Annual Operational Unmitigated Emissions (Tons/Year)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\New\operational sources 2035 6_28_10.urb924

Project Name: River District Air Quality Study- 2035 Builout

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	17.07	8.60	122.65	0.32	54.14	10.30	32,258.12
Junior high school	0.69	0.25	3.40	0.01	1.56	0.30	923.26
Library	0.41	0.27	3.67	0.01	1.72	0.33	1,009.47
City park	0.04	0.01	0.19	0.00	0.09	0.02	53.25
Hotel	11.49	7.49	101.62	0.28	47.56	9.02	27,958.39
Hardware/paint store	43.18	35.01	473.82	1.30	222.50	42.20	130,690.53
General office building	20.24	13.98	194.74	0.52	88.29	16.78	52,286.34
General light industry	5.01	3.13	44.18	0.12	19.72	3.75	11,721.92
TOTALS (tons/year, unmitigated)	98.13	68.74	944.27	2.56	435.58	82.70	256,901.28

Does not include correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 48.73 Nonresidential Trip % Reduction: 11.88

Analysis Year: 2035 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

6/28/2010 11:03:24 AM

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	509.00	3.03	dwelling units	8,144.00	24,678.04	172,746.28
Junior high school		1.43	students	500.00	713.80	4,996.59
Library		7.61	1000 sq ft	103.03	783.55	5,484.84
City park		1.40	acres	29.50	41.33	289.34
Hotel		7.13	rooms	3,044.00	21,701.23	151,908.58
Hardware/paint store		118.88	1000 sq ft	854.00	101,522.17	710,655.16
General office building		10.18	1000 sq ft	3,956.00	40,265.15	281,856.07
General light industry		6.13	1000 sq ft	1,466.00	8,991.54	62,940.81
					198,696.81	1,390,877.67

6/28/2010 11:03:24 AM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.6	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	100.0	0.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.8	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	31.4	68.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

6/28/2010 11:03:24 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	7.0	7.0	7.0	7.0	7.0	7.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior high school				20.0	10.0	70.0
Library				5.0	2.5	92.5
City park				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Hardware/paint store				2.0	1.0	97.0
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 7 miles

Home-based shop urban trip length changed from 7.3 miles to 7 miles

Home-based other urban trip length changed from 7.5 miles to 7 miles

Commercial-based commute urban trip length changed from 10.8 miles to 7 miles

Commercial-based non-work urban trip length changed from 7.3 miles to 7 miles

Commercial-based customer urban trip length changed from 7.3 miles to 7 miles

6/28/2010 10:00:49 AM

Urbemis 2007 Version 9.2.4

Summary Report for Annual Emissions (Tons/Year)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\operational sources 2035v2.urb924

Project Name: River District Air Quality Study- 2035 Builout

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	87.62	25.28	16.45	0.00	0.05	0.05	31,423.10

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	98.13	68.74	944.27	2.56	435.58	82.70	256,901.28

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	185.75	94.02	960.72	2.56	435.63	82.75	288,324.38

6/28/2010 11:02:47 AM

Urbemis 2007 Version 9.2.4

Detail Report for Summer Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\New\operational sources 2035 6_28_10.urb924

Project Name: River District Air Quality Study- 2035 Builout

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	107.09	40.05	706.31	1.89	296.64	56.47	189,351.50
Junior high school	4.68	1.15	19.57	0.05	8.57	1.63	5,423.24
Library	2.39	1.26	21.12	0.06	9.41	1.79	5,931.23
City park	0.27	0.07	1.11	0.00	0.50	0.09	312.89
Hotel	67.30	34.85	584.80	1.63	260.63	49.44	164,272.04
Hardware/paint store	232.28	162.93	2,726.38	7.64	1,219.20	231.25	767,925.19
General office building	115.91	65.08	1,122.50	3.06	483.81	91.96	307,050.19
General light industry	29.62	14.58	254.84	0.69	108.06	20.56	68,818.60
TOTALS (lbs/day, unmitigated)	559.54	319.97	5,436.63	15.02	2,386.82	453.19	1,509,084.88

Does not include correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 48.73 Nonresidential Trip % Reduction: 11.88

Analysis Year: 2035 Temperature (F): 95 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

6/28/2010 11:02:47 AM

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	509.00	3.03	dwelling units	8,144.00	24,678.04	172,746.28
Junior high school		1.43	students	500.00	713.80	4,996.59
Library		7.61	1000 sq ft	103.03	783.55	5,484.84
City park		1.40	acres	29.50	41.33	289.34
Hotel		7.13	rooms	3,044.00	21,701.23	151,908.58
Hardware/paint store		118.88	1000 sq ft	854.00	101,522.17	710,655.16
General office building		10.18	1000 sq ft	3,956.00	40,265.15	281,856.07
General light industry		6.13	1000 sq ft	1,466.00	8,991.54	62,940.81
					198,696.81	1,390,877.67

6/28/2010 11:02:47 AM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.6	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	100.0	0.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.8	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	31.4	68.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

6/28/2010 11:02:47 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	7.0	7.0	7.0	7.0	7.0	7.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior high school				20.0	10.0	70.0
Library				5.0	2.5	92.5
City park				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Hardware/paint store				2.0	1.0	97.0
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 7 miles

Home-based shop urban trip length changed from 7.3 miles to 7 miles

Home-based other urban trip length changed from 7.5 miles to 7 miles

Commercial-based commute urban trip length changed from 10.8 miles to 7 miles

Commercial-based non-work urban trip length changed from 7.3 miles to 7 miles

Commercial-based customer urban trip length changed from 7.3 miles to 7 miles

6/28/2010 10:02:13 AM

Urbemis 2007 Version 9.2.4

Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\operational sources 2035v2.urb924

Project Name: River District Air Quality Study- 2035 Builout

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	480.23	138.55	96.35	0.00	0.30	0.30	172,035.30

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	559.54	319.97	5,436.63	15.02	2,386.82	453.19	1,509,084.88

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	1,039.77	458.52	5,532.98	15.02	2,387.12	453.49	1,681,120.18

6/28/2010 11:03:04 AM

Urbemis 2007 Version 9.2.4

Detail Report for Winter Operational Unmitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\New\operational sources 2035 6_28_10.urb924

Project Name: River District Air Quality Study- 2035 Builout

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Winter Pounds Per Day, Unmitigated)

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Condo/townhouse general	66.48	61.24	603.53	1.50	296.64	56.47	151,567.54
Junior high school	2.04	1.76	16.71	0.04	8.57	1.63	4,330.36
Library	1.95	1.93	18.08	0.05	9.41	1.79	4,731.56
City park	0.12	0.10	0.95	0.00	0.50	0.09	249.60
Hotel	54.26	53.41	500.81	1.30	260.63	49.44	131,045.81
Hardware/paint store	245.24	249.71	2,336.08	6.06	1,219.20	231.25	612,487.03
General office building	100.96	99.60	956.19	2.43	483.81	91.96	245,401.18
General light industry	23.06	22.30	216.54	0.55	108.06	20.56	55,051.86
TOTALS (lbs/day, unmitigated)	494.11	490.05	4,648.89	11.93	2,386.82	453.19	1,204,864.94

Does not include correction for passby trips

Includes the following double counting adjustment for internal trips:

Residential Trip % Reduction: 48.73 Nonresidential Trip % Reduction: 11.88

Analysis Year: 2035 Temperature (F): 50 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

6/28/2010 11:03:04 AM

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Condo/townhouse general	509.00	3.03	dwelling units	8,144.00	24,678.04	172,746.28
Junior high school		1.43	students	500.00	713.80	4,996.59
Library		7.61	1000 sq ft	103.03	783.55	5,484.84
City park		1.40	acres	29.50	41.33	289.34
Hotel		7.13	rooms	3,044.00	21,701.23	151,908.58
Hardware/paint store		118.88	1000 sq ft	854.00	101,522.17	710,655.16
General office building		10.18	1000 sq ft	3,956.00	40,265.15	281,856.07
General light industry		6.13	1000 sq ft	1,466.00	8,991.54	62,940.81
					198,696.81	1,390,877.67

6/28/2010 11:03:04 AM

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	47.6	0.0	100.0	0.0
Light Truck < 3750 lbs	10.0	0.0	100.0	0.0
Light Truck 3751-5750 lbs	22.9	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.1	0.0	81.0	19.0
Lite-Heavy Truck 10,001-14,000 lbs	0.8	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	3.5	31.4	68.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

6/28/2010 11:03:04 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	7.0	7.0	7.0	7.0	7.0	7.0
Rural Trip Length (miles)	15.0	10.0	10.0	15.0	10.0	10.0
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Junior high school				20.0	10.0	70.0
Library				5.0	2.5	92.5
City park				5.0	2.5	92.5
Hotel				5.0	2.5	92.5
Hardware/paint store				2.0	1.0	97.0
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 7 miles

Home-based shop urban trip length changed from 7.3 miles to 7 miles

Home-based other urban trip length changed from 7.5 miles to 7 miles

Commercial-based commute urban trip length changed from 10.8 miles to 7 miles

Commercial-based non-work urban trip length changed from 7.3 miles to 7 miles

Commercial-based customer urban trip length changed from 7.3 miles to 7 miles

6/28/2010 10:01:29 AM

Urbemis 2007 Version 9.2.4

Summary Report for Winter Emissions (Pounds/Day)

File Name: C:\Documents and Settings\leemanw\My Documents\River District Project\operational sources 2035v2.urb924

Project Name: River District Air Quality Study- 2035 Builout

Project Location: Sacramento County AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	481.88	183.41	103.15	0.29	3.90	3.86	229,499.89

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	494.11	490.05	4,648.89	11.93	2,386.82	453.19	1,204,864.94

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	975.99	673.46	4,752.04	12.22	2,390.72	457.05	1,434,364.83

APPENDIX B

URBEMIS Model Output Data (Summary)

River District Air Quality Study, Year 2035
Operational Emissions Only

Grid Land Use Categories	Urbemis Categories	Quantity (Dowling)	Weekday Trip Generation Adjustments (Dowling)		
Residential Units		8144	5.917976424	trips/unit	
	residential				
	single family housing				
	apts low rise				
	apts mid rise				
	apts high rise				
	condo/townhouse general	8144	5.917976424	trips/unit	
	condo/townhouse high rise				
	mobile home park				
	retirement community				
	congregate care				
Office SF		3956000	11.54752275	tiprs/ksf	
	commercial				
	bank				
	general office bldg	3956000	11.54752275	trips/ksf	*assume 100% of office SF is general office bldg
	office park				
	govt office bldg				
	govt civic center				
	pharm/drugstore with drive through				
	pharm/drugstore without drive through				
	medical office bldg				
	hospital				
	educational				
	day-care center				
	elementary school				
Middle School	junior high school	500	1.62	trips/student	
	high school				
	junior college				
	university/college				
Powerhouse Science Center	library	103029	8.628638539	trips/ksf	*assume Powerhouse Science Center generates as many trips as a library
	place of worship				
Com/Ret SF		854000	134.8711944	trips/ksf	
	retail				
	strip mall				
	hardware/paint store	854000	134.8711944	trips/ksf	*assume 100% of com/ret SF is hardware/paint store, per city's guidance that there are no strip malls, and mostly businesses on bottom floors of higher-rise buildings
	supermarket				
	convenience market (24 hour)				
	convenience market (gas pumps)				
	gas/service station				
	large retail				
	free-standing discount store				
	free-standing discount superstore				
	discount club				
	regional shop center				
	electronic superstore				
	home improvement superstore				
Lt Ind SF		1466000	6.957025921	trips/ksf	
	industrial				
	warehouse				
	general lt industry	1466000	6.957025921	trips/ksf	*assume 100% of industrial is lt industry
	general hvy industry				
	industrial park				
	manufacturing				
Hotel Units		3044	8.091327201	trips/room	
	recreational				
	city park				
	racquet club				
	racquetball/health				
	quality restaurant				
	high turnover rest				
	fast food rest w/drive through				
	fast food rest w/o drive through				
	hotel	3044	8.091327201	trips/room	
	motel				
Park		29.5		trips/acre	*no traffic data for parks- use Urbemis defaults

River District Air Quality Study, Existing Conditions
Operational Emissions Only

Grid Land Use Categories	Urbemis Categories	Quantity (Dowling)	Weekday Trip Generation Adjustments (Dowling)		
Residential Units		386	6.966257669	trips/unit	
	residential				
	single family housing	386	6.966257669	trips/unit	*assume baseline conditions consist of single family housing
	apts low rise				
	apts mid rise				
	apts high rise				
	condo/townhouse general				
	condo/townhouse high rise				
	mobile home park				
	retirement community				
	congregate care				
Office SF		1312000	13.67378049	trips/ksf	
	commercial				
	bank				
	general office bldg	1312000	13.67378049	trips/ksf	*assume 100% of office SF is general office bldg
	office park				
	govt office bldg				
	govt civic center				
	pharm/drugstore with drive through				
	pharm/drugstore without drive through				
	medical office bldg				
	hospital				
	educational				
	day-care center				
	elementary school				
Middle School	junior high school	407	1.619164619	trips/student	
	high school				
	junior college				
	university/college				
Powerhouse Science Center	library	103029	8.628638539		*Powerhouse Science Center not yet built(?). Used updated City sf and assumed same trip generation rate as 2035 in the absence of other data.
	place of worship				
Com/Ret SF		384000	116.5625	trips/ksf	
	retail				
	strip mall				
	hardware/paint store	384000	116.5625	trips/ksf	*assume 100% of com/ret SF is hardware/paint store, per city's guidance that there are no strip malls, and mostly businesses on bottom floors of higher-rise buildings
	supermarket				
	convenience market (24 hour)				
	convenience market (gas pumps)				
	gas/service station				
	large retail				
	free-standing discount store				
	free-standing discount superstore				
	discount club				
	regional shop center				
	electronic superstore				
	home improvement superstore				
Lt Ind SF		5070000	6.978698225	trips/ksf	
	industrial				
	warehouse				
	general lt industry	5070000	6.978698225	trips/ksf	*assume 100% of industrial is lt industry
	general hvy industry				
	industrial park				
	manufacturing				
Hotel Units		1006	5.982107356	trips/room	
	recreational				
	city park				
	racquet club				
	racquetball/health				
	quality restaurant				
	high turnover rest				
	fast food rest w/drive through				
	fast food rest w/o drive through				
	hotel	1006	5.982107356	trips/room	
	motel				
Park		16		trips/acre	*no traffic data for parks- use Urbemis defaults

Grid Land Use Categories	Urbemis Categories		2035 Quantity (Dowling)	Urbemis acres or units	Existing Quantity (Dowling)	Urbemis acres or units	Water Demand Factor (ac-ft/ac-yr)	Water Demand Factor (ac-ft/units-yr)	2035 Total Water Demand (ac-ft)	Existing Total Water Demand (ac-ft)	Difference (ac-ft)	Difference (Mgal)
Residential Units												
	residential											
		single family housing			386	128.67	3.05			392.4435		
		apts low rise										
		apts mid rise										
		apts high rise										
		condo/townhouse general	8144	509			3.7		1883.3			
		condo/townhouse high rise										
		mobile home park										
		retirement community										
		congregate care										
Office SF												
	commercial											
		bank										
		general office bldg	3956000	181.63	1312000	60.24	2.78		504.9314	167.4672		
		office park										
		govt office bldg										
		govt civic center										
		pharm/drugstore with drive through										
		pharm/drugstore without drive through										
		medical office bldg										
		hospital										
	educational											
		day-care center										
		elementary school										
Middle School		junior high school	500	1.95	407	1.59	2.31		4.5045	3.6729		
		high school										
		junior college										
		university/college										
Powerhouse Science Center		library	103029	4.73	103029	4.73	2.31		10.9263	10.9263		
		place of worship										
Com/Ret SF												
	retail											
		strip mall										
		hardware/paint store	854000	39.21	384000	17.63	2.78		109.0038	49.0114		
		supermarket										
		convenience market (24 hour)										
		convenience market (gas pumps)										
		gas/service station										
	large retail											
		free-standing discount store										
		free-standing discount superstore										
		discount club										
		regional shop center										
		electronic superstore										
		home improvement superstore										
Lt Ind SF												
	industrial											
		warehouse										
		general lt industry	1466000	67.31	5070000	232.78	3.7		249.047	861.286		
		general hvy industry										
		industrial park										
		manufacturing										
Hotel Units												
	recreational											
		city park	29.5	29.5	16	16	3.89		114.755	62.24		
		racquet club										
		racquetball/health										
		quality restaurant										
		high turnover rest										
		fast food rest w/drive through										
		fast food rest w/o drive through										
		hotel	3044	3044	1006	1006		0.232989615	709.2203882	234.3875527		
		motel										
TOTAL									3585.688388	1781.434853	1804.254	587.9186

Appendix **RDSP GHG Calculations - Incremental Increase Between Existing and 2035 Buildout**

URBEMIS Output Summary	Conversion Factors	Total CO2 Emissions	% of Total CO2 Emissions
Incremental Mobile-Source Emissions [2035 - existing]		109399.5075 Metric tons/year	65.3%
Incremental Area-Source Emissions [2035 - existing]		22752.58082 Metric tons/year	13.6%
Incremental Total Operational Emissions [2035 - existing]		132152.0883 Metric tons/year	78.8%
	Total Direct Incremental Operational Emi	**132,152** Metric tons/year	

Incremental Indirect Emissions from Electricity Consumption (Residential and Commercial Only- no EF for Industrial in terms of square footage)

KWh/du/year	incremental increased dwelling units	KWh/ksf/year	incremental increased KSF commercial	incremental increased total KWh	MWh	Region	Emission Factor (lb CO2/MWh)	GWP	Emission Factor (lb CH4/MWh)	GWP	Emission Factor (lb N2O/MWh)	GWP	Total CO2e (Metric Tons/year)	
7,000	7758	16,750	3114	106,465,500	106,466	CALI	724.12	1	0.0302	23	0.0081	296	**35,119**	21.0%

Incremental Indirect Emissions from Groundwater Use (includes pumping and distribution)

KWh/million gallons/year	KWh/acre-ft/year	Mgal/year	Total KWh	MWh	Region	Emission Factor (lb CO2/MWh)	GWP	Emission Factor (lb CH4/MWh)	GWP	Emission Factor (lb N2O/MWh)	GWP	Total CO2e (Metric Tons/year)	
1,824	594	587.9	1,072,364	1,072	CALI	724.12	1	0.0302	23	0.0081	296	**354**	0.2%
													86%

Assumptions:
3.069 acre-ft = 1 Million gallon

Total Indirect Incremental Operational Emissions		**35,472**
Total Direct & Indirect Incremental Emissions		**167,624**

Sources:

California Energy Commission [CEC] 2000. California Energy Demand Staff Report P200-00-002 (2010 EFs used- no future projected EFs)

California Climate Action Registry [CCAR] General Reporting Protocol v 3.1 January 2009

California Energy Commission [CEC] 2005. California Energy - Water Relationship Staff Report CEC-700-2005-011-SF

Electric Power Research Institute [EPRI] 2002. Water & Sustainability (Volume 4): U.S. Electricity Consumption for Water Supply & Treatment. Technical Report 1006787. Page 1-4

Unmitigated Operational (Vehicle) Emissions Estimates	ROG lbs/day	NOx lbs/day	CO lbs/day	SO2 lbs/day	PM10 lbs/day	PM2.5 lbs/day	CO2 tons/day	CO2 MT/year	Total Trips	Total VMT
Annual										
Existing	953	1,117	11,179	8	1,276	247	373	123,657	105,673	739,707
2035	538	377	5,174	14	2,387	453	704	233,057	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**-415**	**-740**	**-6,005**	**6**	**1,110**	**206**	**330**	**109,400**	**93,024**	**651,170**
Summer										
Existing	979	957	11,672	8	1,276	247	399	132,073	105,673	739,707
2035	560	320	5,437	15	2,387	453	755	249,846	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**-419**	**-637**	**-6,235**	**7**	**1,111**	**206**	**356**	**117,773**	**93,024**	**651,170**
Winter										
Existing	902	1,437	10,195	6	1,276	247	323	106,827	105,673	739,707
2035	494	490	4,649	12	2,387	453	602	199,479	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**-408**	**-946**	**-5,546**	**6**	**1,111**	**206**	**280**	**92,652**	**93,024**	**651,170**

Unmitigated Operational (Area) Emissions Estimates	ROG lbs/day	NOx lbs/day	CO lbs/day	SO2 lbs/day	PM10 lbs/day	PM2.5 lbs/day	CO2 tons/day	CO2 MT/year	Total Trips	Total VMT
Annual										
Existing	70	29	36	0	0	0	17	5,754	105,673	739,707
2035	480	139	90	0	0	0	86	28,507	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**410**	**110**	**54**	**0**	**0**	**0**	**69**	**22,753**	**93,024**	**651,170**
Summer										
Existing	73	29	51	0	0	0	17	5,756	105,673	739,707
2035	480	139	96	0	0	0	86	28,482	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**408**	**110**	**46**	**0**	**0**	**0**	**69**	**22,726**	**93,024**	**651,170**
Winter										
Existing	69	32	23	0	0	0	19	6,425	105,673	739,707
2035	482	183	103	0	4	4	115	37,996	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**413**	**152**	**80**	**0**	**4**	**4**	**95**	**31,571**	**93,024**	**651,170**

Unmitigated Operational (Total) Emissions Estimates	ROG lbs/day	NOx lbs/day	CO lbs/day	SO2 lbs/day	PM10 lbs/day	PM2.5 lbs/day	CO2 tons/day	CO2 MT/year	Total Trips	Total VMT
Annual										
Existing	1,024	1,146	11,215	8	1,276	247	391	129,411	105,673	739,707
2035	1,018	515	5,264	14	2,387	453	790	261,564	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**-6**	**-630**	**-5,951**	**6**	**1,111**	**206**	**399**	**132,152**	**93,024**	**651,170**
Summer										
Existing	1,051	986	11,722	8	1,276	247	416	137,829	105,673	739,707
2035	1,040	459	5,533	15	2,387	453	841	278,328	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**-12**	**-527**	**-6,189**	**7**	**1,111**	**206**	**424**	**140,500**	**93,024**	**651,170**
Winter										
Existing	970	1,468	10,218	6	1,277	247	342	113,252	105,673	739,707
2035	976	673	4,752	12	2,391	457	717	237,475	198,697	1,390,878
Net Increase Due to Full Development of RDSP	**6**	**-795**	**-5,466**	**6**	**1,114**	**210**	**375**	**124,223**	**93,024**	**651,170**

	ROG lbs/day	NO_x lbs/day	CO lbs/day	PM_{10} lbs/day
RDSP- 2035 Buiildout				
Mobile Emissions	538	377	5,174	2,387
Area Source Emissions	480	139	90	0
Total Operational Emissions	**1,017**	**514**	**5,265**	**2,388**
Operational Phase B				
Mobile Emissions	212	341	2591	246
Area Source Emissions	169	49	24	1
Total Operational Emissions	**381**	**390**	**2,615**	**247**
2035 Buildout - Township 9	**ROG lbs/day**	**NO_x lbs/day**	**CO lbs/day**	**PM_{10} lbs/day**
Mobile Emissions	326	36	2,583	2,141
Area Source Emissions	311	90	66	-1
Total Operational Emissions	**637**	**125**	**2,649**	**2,140**

River District Air Quality Study, Year 2035
Operational Emissions Only

Grid Land Use Categories	Urbemis Categories	2035 Quantity (Dowling)	Existing Quantity (Dowling)	Difference
Residential Units		8144	386	7758
	residential			
	single family housing			
	apts low rise			
	apts mid rise			
	apts high rise			
	condo/townhouse general			
	condo/townhouse high rise			
	mobile home park			
	retirement community			
	congregate care			
Office SF		3956000	1312000	2644000
	commercial			
	bank			
	general office bldg	3956000	1312000	2644000
	office park			
	govt office bldg			
	govt civic center			
	pharm/drugstore with drive through			
	pharm/drugstore without drive through			
	medical office bldg			
	hospital			
	educational			
	day-care center			
	elementary school			
Middle School	junior high school	500	407	93
	high school			
	junior college			
	university/college			
Powerhouse Science Center	library	103029	103029	0
	place of worship			
Com/Ret SF		854000	384000	470000
	retail			
	strip mall			
	hardware/paint store	854000	384000	470000
	supermarket			
	convenience market (24 hour)			
	convenience market (gas pumps)			
	gas/service station			
	large retail			
	free-standing discount store			
	free-standing discount superstore			
	discount club			
	regional shop center			
	electronic superstore			
	home improvement superstore			
Lt Ind SF		1466000	5070000	-3604000
	industrial			
	warehouse			
	general lt industry	1466000	5070000	-3604000
	general hvy industry			
	industrial park			
	manufacturing			
Hotel Units		3044	1006	2038
	recreational			
	city park			
	racquet club			
	racquetball/health			
	quality restaurant			
	high turnover rest			
	fast food rest w/drive through			
	fast food rest w/o drive through			
	hotel	3044	1006	2038
	motel			
Park		29.5	16	13.5

APPENDIX C: Biological Resources

Biological Resources Assessment for the River District Specific Plan Sacramento, California

Prepared for:
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

December 1, 2009

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Table

INTRODUCTION

The purpose of this biological resources assessment is to evaluate the potential for the occurrence of sensitive habitats (i.e., potentially jurisdictional waters of the United States and other sensitive plant communities) and special-status plant and wildlife species within the 773-acre River District Specific Plan (RDSP) study area in Sacramento, California. (The study area boundary is shown on Exhibit 1.) This report also includes recommendations intended to minimize impacts to sensitive biological resources through appropriate land use planning. This information will serve as the baseline for preparing the biological resources section of the environmental impact report (EIR) for the RDSP in compliance with the California Environmental Quality Act (CEQA).

METHODS

Biologists Thomas Leeman and Tracy Walker and wetland ecologist/botanist Sarah Bennett conducted a reconnaissance-level site visit on November 5, 2009. The purpose of this assessment was to evaluate habitat for special-status species, plant community composition, and potential biological constraints associated with proposed infill development and construction of structures along the American and Sacramento Rivers. For the purpose of this assessment, potential biological constraints include special-status species and sensitive habitats. The study area is located within the City of Sacramento and is bordered by the American and Sacramento Rivers on the north and west, and the Union Pacific rail yards and Central City residential neighborhoods on the south and east.

Before conducting the field survey, biologists searched the California Department of Fish and Game's (DFG) California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants for sensitive biological resources that have been documented within the following U.S. Geographic Survey (USGS) 7.5-minute quadrangles: Sacramento East, Sacramento West, Taylor Monument, Rio Linda, Citrus Heights, Carmichael, Elk Grove, Florin, Gray's Bend, Clarksburg, Saxon, and Davis. Additionally, a U.S. Fish and Wildlife Service (USFWS) species list was obtained for the study area (USFWS 2009). An aerial photograph of the study area was obtained, the study area boundary was determined and overlaid, and the map was used to help identify potential biological resources.

RESULTS

HABITAT TYPES

The descriptions of habitat types and species presence are based on observations made during the field survey conducted on November 5, 2009. Plant community classification is based primarily on *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986).

Plant communities and aquatic ecosystems in the 773-acre study area include developed, ruderal, elderberry savanna, great valley cottonwood riparian forest, riverine, and drainages. Common habitat types are described below and sensitive plant communities are described in the "Other Sensitive Biological Resources" section. The locations of habitat types are shown in Exhibit 1. This exhibit includes features that may be potential waters of the United States subject to U.S. Army Corps of Engineers (USACE) jurisdiction under Section 404 of the Clean Water Act (CWA), waters of the state subject to Regional Water Quality Control Board (RWQCB) jurisdiction under Section 401 of the CWA, and sensitive habitats subject to DFG regulation under Section 1600 et. seq. of the California Fish and Game Code.

DEVELOPED

Developed areas are the dominant habitat type within the RDSP area. Developed areas are characterized by impervious surfaces: buildings, roads, bridges, and parking lots. Developed areas are often landscaped with ornamental plantings and cultivated native species. Tree species observed within developed areas include valley oak, London plane tree, redwood, and ornamental cherry. Developed areas that are not landscaped and subject to regular landscaping maintenance activities may contain elderberry shrubs. Common wildlife species which inhabit developed areas include rock dove, American crow, western fence lizard, house sparrow, mourning dove, Anna's hummingbird, black phoebe, house finch, yellow-rumped warbler, raccoon, and striped skunk.

RUDERAL

Ruderal areas within the RDSP area are small undeveloped parcels scattered amongst commercial buildings. The vegetation within the ruderal habitat includes tree-of-heaven, valley oak, elderberry, prickly lettuce, puncture vine, telegraph weed, and nonnative grasses. This habitat is dominated by nonnative species. Wildlife, such as California ground squirrel, white-crowned sparrow, burrowing owl, gopher snake, Western meadowlark, Botta's pocket gopher, and California vole, have the potential to use ruderal areas.

RIVERINE

A small portion of the American and Sacramento Rivers occur within the RDSP boundary (see Exhibit 1). In the vicinity of the RDSP, the American River and Sacramento River are slow moving depositional streams. Both the American and Sacramento Rivers are designated as navigable waters (USACE 2009). A 23-mile stretch of the American River, from the confluence with the Sacramento River to Nimbus Dam, is classified as a National Wild and Scenic River for its importance in recreation use (Wild & Scenic Rivers Council 2007). Waterfowl and wading birds such as mallard, common goldeneye, great blue heron, great egret, green heron, and Canada goose use this habitat for migration and foraging.

SPECIAL-STATUS SPECIES

Special-status plant and wildlife species are generally defined as those species that are legally protected or otherwise considered sensitive by federal, state, or local resource conservation agencies and organizations. This definition includes species covered under the federal or California Endangered Species Act and species identified by the CNPS Inventory of Rare and Endangered Plants in California (CNPS 2009).

SPECIAL-STATUS PLANT SPECIES

A total of 19 special-status plant species have been documented as occurring within a 5-mile radius of the study area (CNDDB 2009) and in the CNPS database search. A list of these plant species is presented in Appendix B. Although these special-status plants are documented as present within or near the study area, no special-status plants were observed during reconnaissance surveys nor are they expected to occur within the study area because of its high level of disturbance. No vernal pool, wetland, or marsh habitat was identified within the study area from publically accessible vantage points.

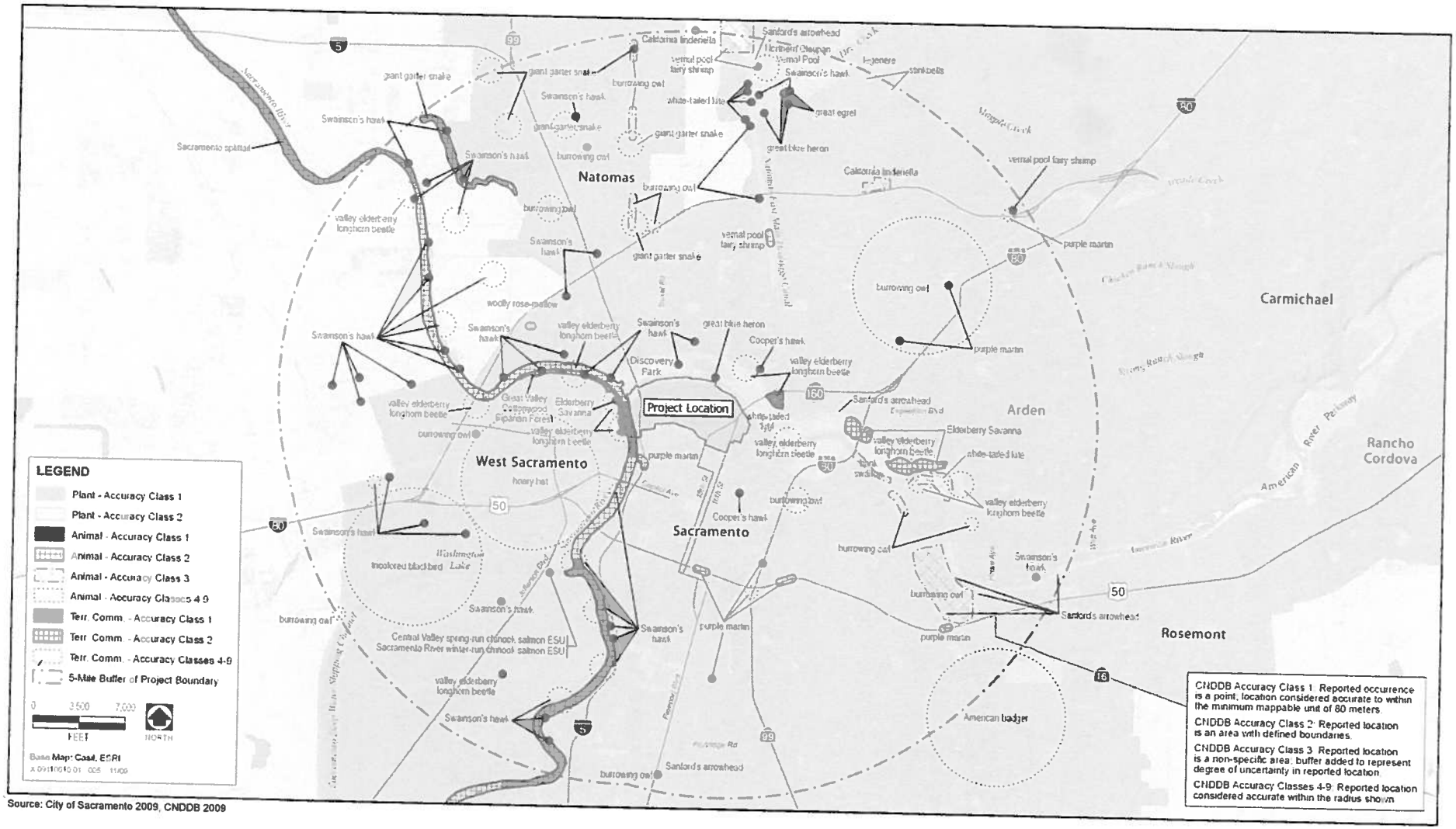
SPECIAL-STATUS WILDLIFE SPECIES

A total of 20 special-status wildlife species were identified in the CNDDB and USFWS database searches as being known from the vicinity of, or potentially affected by, projects in the study area (Table 1 and Exhibit 2). Based on habitat characteristics found within and adjacent to the study area and documented species ranges, two additional special-status species—Central Valley fall/late fall-run chinook salmon and western pond turtle—could also potentially occur within or adjacent to the study area.

Source: City of Sacramento 2009, data adapted by AECOM 2009

Habitat Map

Exhibit 1



Source: City of Sacramento 2009, CNDDB 2009

CNDDB Map

Table 1
Special-Status Wildlife Species With Potential to Occur in the River District Specific Plan Study Area

Species	Status		Habitat	Potential for Occurrence
	Federal	State		
INVERTEBRATES				
Valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	T	--	Elderberry shrubs below 3,000 feet in elevation.	Expected to occur; host shrubs with exit holes are numerous within study area along the American River.
FISH				
Green sturgeon *Acipenser medirostris*	T	--	Requires cold, freshwater streams with suitable gravel for spawning; rears in seasonally inundated floodplains, rivers, tributaries, and Delta.	Could occur; suitable spawning habitat within the Sacramento River.
Delta smelt *Hypomesus transpacificus*	T	--	Tidal marsh creeks and shallow open water of sloughs and bays; spawn in fresh to brackish water sloughs and rivers	Could occur; suitable spawning habitat within the Sacramento River.
Central Valley steelhead *Oncorhynchus mykiss*	T	--	Requires cold, freshwater streams with suitable gravel for spawning; rears in seasonally inundated floodplains, rivers, and tributaries, and in the Delta	Could occur; suitable migratory habitat within the American and Sacramento Rivers.
Central Valley fall/late fall–run Chinook salmon ESU *Oncorhyncus tshawytscha*	--	SSC	Requires cold, freshwater streams with suitable gravel for spawning; rears in seasonally inundated floodplains, rivers, and tributaries, and in the Delta	Could occur; suitable migratory habitat within the American and Sacramento Rivers.
Central Valley spring-run Chinook salmon ESU *Oncorhynchus tshawytscha*	T	T	Requires cold, freshwater streams with suitable gravel for spawning; rears in seasonally inundated floodplains, rivers, and tributaries, and in the Delta	Could occur; suitable migratory habitat within the Sacramento River.
Sacramento winter-run Chinook salmon ESU *Oncorhynchus tshawytscha*	E	E	Requires cold, freshwater streams with suitable gravel for spawning; rears in seasonally inundated floodplains, rivers, and tributaries, and in the Delta	Could occur; suitable migratory habitat within the Sacramento River.
Sacramento splittail *Pogonichthys macrolepidotus*	--	T	Tidal marsh creeks and shallow open water of sloughs and bays; spawn in fresh to brackish water sloughs and rivers.	Could occur; suitable spawning habitat within the Sacramento River.
REPTILES				
Western pond turtle *Actinemys marmorata*	--	SSC	Freshwater marsh, ponds and slow moving streams.	Could occur; suitable habitat within the American River.

Table 1
Special-Status Wildlife Species With Potential to Occur in the River District Specific Plan Study Area

Species	Status		Habitat	Potential for Occurrence
	Federal	State		
BIRDS				
Burrowing owl *Athene cunicularia*	--	SSC	Breeds and forages in grasslands and agricultural areas.	Could occur; marginal habitat found in vacant lots with ruderal cover.
Swainson's hawk *Buteo swainsoni*	--	T	Forages in grasslands and agricultural land; nests in riparian and isolated trees.	Expected to occur; documented occurrence within one mile of study area, suitable nesting habitat present in cottonwood riparian woodland, and very limited foraging habitat is present in ruderal habitat in the study area.
White-tailed kite *Elanus leucurus*	--	FP	Open habitat for foraging; trees (isolated or within stands) for nesting and roosting	Expected to occur; documented occurrence within one mile of study area, suitable nesting habitat present in cottonwood riparian woodland, and very limited foraging habitat is present in ruderal habitat in the study area.
Purple martin *Progne subis*	--	SSC	In Sacramento, nests in bridge sites and elevated roadways with weep holes leading to large interior chambers.	Could occur; marginal nesting habitat found in open chambers above weep hole structures in bridges.

[1] Legal Status Definitions:

Federal
E Endangered (legally protected)
T Threatened (legally protected)
DT Delisted from threatened status

State
E Endangered (legally protected)
T Threatened (legally protected)
FP Fully Protected (legally protected)
SSC California species of concern (no formal protection)

Source: CNDDB 2009, USFWS 2009

Thirteen of these special-status wildlife species were identified as having the potential to occur on or adjacent to the study area (Table 1); these species could represent constraints to implementation of the proposed project and are discussed below.

Seven special-status species, not listed above, have been documented to occur in the project vicinity, have relatively low potential of occurring within the RDSP study area, and are unlikely to result in constraints to the project. These species are: tricolored blackbird, bank swallow, vernal pool tadpole shrimp, vernal pool fairy shrimp, California linderiella, giant garter snake, and American badger. A list of scientific names of these species is included in Appendix B.

Bank swallow is state listed as threatened and tricolored blackbird is a DFG species of special concern. Bank swallows require vertical banks and cliffs with fine-textured or sandy soils near streams, rivers, ponds, lakes, or ocean for nesting. Banks associated with the Sacramento and American Rivers do not provide suitable habitat. Tricolored blackbirds use dense vegetation associated with freshwater marsh for nesting; they can also nest in thickets of willow, blackberry, or other dense scrub. Nesting colonies of tricolored blackbirds have been

documented in the vicinity of the study area. However, there is no suitable nesting habitat for this species within or adjacent to the study area.

Vernal pool tadpole shrimp are federally listed as endangered and vernal pool fairy shrimp are federally listed as threatened. California linderiella is a DFG species of special concern. These species depend upon the presence of water in the winter and early spring and the absence of water during the summer. Although all of these vernal pool species have been documented within 5 miles of the study area, suitable habitat does not occur within the RDSP study area.

American badger, a DFG species of special concern, is a resident species that occurs throughout the state in drier open stages of shrub, forest, and grassland habitats with friable soil. Due to the high level of existing development and limited open habitat, it is unlikely that badger would occur within or adjacent to the study area.

Valley Elderberry Longhorn Beetle

The valley elderberry longhorn beetle (VELB) is federally listed as threatened. It is patchily distributed throughout Central Valley riparian habitats and, less frequently, within oak woodlands and other upland habitats where elderberry shrubs are present. The species is nearly always found on or close to its host plant, elderberry (*Sambucus* spp.). Several elderberry shrubs are present within the RDSP study area Most are located in riparian and elderberry savannah habitats along the south bank of the American River, and some are located as well in abandoned lots and ruderal fields. The elderberry shrubs in these habitats provide suitable habitat for VELB. The CNDDB contains several documented observations of VELB near the project area, the closest of which is located within the riparian habitat north of the American River.

Special-Status Fish Species

Seven species of protected fish have the potential to occur in the American and/or Sacramento Rivers within and adjacent to the study area, primarily during migration. These species include Delta smelt, Central Valley steelhead, green sturgeon, Sacramento splittail, and fall-, spring-, and winter-run chinook salmon. Steelhead trout and fall-run of chinook salmon could use the portion of the study area within the American and Sacramento Rivers for upstream migration during November through May. Spawning occurs for several species in the freshwater areas of the lower Sacramento, including the far southwest corner of the study area. Delta smelt spawn between February and July and green sturgeon spawn between March and July. Sacramento splittail adult foraging and spawning migrations occur in the Sacramento River every year, normally from March through mid-May, and may have larvae migrating in April and May. This species may be present in the portion of the study area within the Sacramento River at various times of the year, depending on flood conditions and water quality.

Western Pond Turtle

Western pond turtle is a California species of special concern. This species is generally associated with permanent or near-permanent aquatic habitats, such as lakes, ponds, streams, freshwater marshes, and agricultural ditches. They require still or slow-moving water with in-stream emergent woody debris, rocks, or similar features for basking sites. Pond turtles are highly aquatic but can venture far from water for egg-laying. Nests are typically located on un-shaded upland slopes in dry substrates composed of clay or silt soils. Western pond turtle was observed on the American River during field work for this report. The American and Sacramento Rivers within the study area provide suitable aquatic and basking habitat for this species.

Purple Martins and Other Swallows

Purple martin is a California species of special concern. This species nests in the region at bridges and elevated roadways that support vertical weep holes on the undersides, which martins use to enter large interior chambers. The nearest purple martin nest colony documented in the CNDDB is less than 1 mile south of the study area.

There are several documented nesting colonies in downtown Sacramento close to the study area, and the I-5 bridges crossing the American River at Discovery Park have several weep holes. Thus, these bridges, which cross the study area, could provide marginally suitable nesting habitat for this species, as well as for barn and cliff swallows, and marginal roosting habitat for bats.

Burrowing Owl

Burrowing owl is a California species of special concern. This species is known to nest and forage in ruderal fields, and along the edges of cultivated fields, although these areas provide lower-quality habitat than native grasslands. Burrow availability is an essential component of suitable habitat. Burrowing owls generally prefer to adopt burrows excavated by other animals, typically ground squirrels. In areas where burrows are scarce, they can use pipes, culverts, debris piles, and other artificial features. No burrowing owls or owl-occupied burrows were observed within the study area. There are a few locations within the study area that could provide marginal habitat for this species. These sites include large vacant lots dominated by ruderal vegetation with friable soil. The nearest nest location documented in the CNNDB is approximately 2 miles west of the study area.

Swainson's Hawk

Swainson's hawk is state listed as threatened. Swainson's hawks typically occur in California only during the breeding season (March–September). They most commonly occur in grasslands, low shrublands, and agricultural habitats that include large trees for nesting. Nests are found in riparian woodlands, roadside trees, trees along field borders, and isolated trees. Foraging habitat for Swainson's hawk, which includes agricultural and ruderal fields, is very limited in the study area. However, these hawks may still use the riparian vegetation, including large trees, along the southern shore of the American River and the eastern shore of the Sacramento River, for nesting habitat. The nearest nest location documented in the CNDDB is less than 1 mile north of the study area.

White-Tailed Kite

White-tailed kite is fully protected under the California Fish and Game Code. White-tailed kites forage in grasslands and agricultural fields and nest in isolated trees or small woodland patches. Foraging habitat for white-tailed kite, which includes agricultural and ruderal fields, is very limited in the study area. Riparian vegetation, including large trees, along the south bank of the American River and the east bank of the Sacramento River, could provide nesting habitat for this species. The nearest nest location documented in the CNDDB is less than 1 mile north of the study area.

Roosting Bats

Several native, common bat species use habitats frequently found in Sacramento and its suburbs. These species live in a variety of communities, including broad-leaf forests, oak woodlands, and grasslands. Roosting sites for these species include buildings and other human-made structures, which may also function as maternity sites. No bat species were observed in the project area during the reconnaissance survey, although the survey was not conducted at the time of day when these species would most likely be visible. Several bridges in the study area provide marginal roosting habitat for bats.

OTHER SENSITIVE BIOLOGICAL RESOURCES

Potentially Jurisdictional Waters of the United States

The RDSP study area includes areas below the ordinary high water mark (OHWM) of the American and Sacramento Rivers. These rivers are subject to Section 10 of the Rivers and Harbors Act and Section 404 of the CWA. Three drainages were identified within the study area, and are described in more detail under the heading "Drainages," below. These drainages may qualify as non-wetland waters subject to Section 404 of the CWA if

they have the potential to contribute flow to other jurisdictional features (i.e., the American or Sacramento Rivers). Detailed investigation of the drainages was prohibited due to the presence of cyclone fence. It is recommended that a formal jurisdictional wetland delineation be performed and verified by the Sacramento District of the USACE to verify the location of the OHWM of the American and Sacramento Rivers and determine whether the drainages are subject to the jurisdiction and permitting requirements of USACE and/or the Central Valley RWQCB.

SENSITIVE PLANT COMMUNITIES

ELDERBERRY SAVANNA

A small area of elderberry savanna habitat is located along the north eastern edge of the plan boundary. Elderberry savanna is a sensitive habitat recognized by the CNDDB. This habitat is dominated by elderberry shrubs; scattered trees including valley oak and Fremont's cottonwood are also present. California grape is also prevalent. The understory is composed of annual grasses and forbs including ripgut brome, prickly lettuce, and rough horsetail. Elderberry savanna provides habitat for many species, including the protected valley elderberry longhorn beetle (VELB).

GREAT VALLEY COTTONWOOD RIPARIAN FOREST

The riparian habitat within the RDSP study area is located along the American and Sacramento Rivers, between the active river channel and the levee. Great Valley Riparian Forest is a sensitive habitat recognized by the CNDDB. Fremont's cottonwood is the dominate tree within the riparian corridor; the riparian canopy is generally composed of Fremont's cottonwood that are generally greater than 30 inches in diameter at breast height. Gooding's willow, box elder, valley oak, Oregon ash, and red willow are also present within the canopy. Elderberry shrubs are a prevalent component of the riparian corridor. The riparian habitat is structurally diverse with small, dense single-species vegetation patches of Himalayan blackberry, California rose, and California grape occurring throughout the riparian corridor. The understory is dominated by nonnative grasses including ripgut brome, soft chess, slender oat, and Italian ryegrass. Native forbs observed include California poppy and telegraph weed. Species that use this habitat include western gray squirrel, raccoon, Nuttall's woodpecker, Northern flicker, Swainson's hawk, red-tailed hawk, white-tailed kite, oak titmouse, Bewick's wren, yellow-rumped warbler, belted kingfisher, spotted towhee, red-shouldered hawk, dark-eyed junco, and yellow-billed magpie.

DRAINAGES

Three drainages were identified within RDSP study area. The drainages, located inside a highly urbanized area, appear to be artificial drainage features created to infiltrate water and aid in site drainage. Two drainage swales are present along the north and southbound lanes where I-5 crosses the RDSP area. These drainages appear to infiltrate runoff from I-5 and the surrounding surface streets. A third drainage was identified along the southern edge of the Union Pacific Rail Road property, located along the northern edge of North B Street. This drainage is dominated by Himalayan blackberry. The drainage is located inside the cyclone fence surrounding the property, appears to abruptly start and terminate within the Union Pacific Rail Road property parcel boundary.

CONCLUSION

The following sensitive biological resources could be affected by projects proposed under the RDSP, and should be considered during environmental planning and review:

- Wetlands and waters of the US and state, in undeveloped areas or along the American or Sacramento Rivers.

- Riparian habitat along the American or Sacramento Rivers.
- City of Sacramento heritage trees throughout the RDSP.
- Nesting raptors and other birds, in trees on the American and Sacramento Rivers, and on structures over the American and Sacramento Rivers.
- Bats that roost in crevices of structures over the American and Sacramento Rives.
- Valley elderberry longhorn beetle, in elderberry shrubs in riparian habitat on the American and Sacramento Rivers, and on undeveloped and abandoned parcels within the RDSP area.
- Anadromous fish in the American and Sacramento Rivers.

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APPENDIX A

Scientific Names of Species Used in this Report

Appendix A Scientific Names of Species used in this Report	
Common Name	***Scientific Name***
Plants	
valley oak	*Quercus lobata*
London plane tree	*Platanus x acerifolia*
Redwood	*Sequoia sempervirens*
ornamental cherry	*Prunus spp.*
blue elderberry	*Sambucus mexicana*
prickly lettuce	*Lactuca serriola*
puncture vine	*Tribulus terrestris*
telegraph weed	*Heterotheca grandiflora*
Fremont's cottonwood	*Populus fremontii*
California grape	*Vitis californica*
ripgut brome	*Bromus diandrus*
rough horsetail	*Equisetum hyemale*
Gooding's willow	*Salix goodingii*
box elder	*Acer negundo*
Oregon ash	*Fraxinus latifolia*
red willow	*Salix laevigata*
Himalayan blackberry	*Rubus discolor*
California rose	*Rosa californica*
soft chess	*Bromus hordeaceus*
slender oat	*Avena barbata*
Italian ryegrass	*Lolium multiflorum*
California poppy	*Eschscholzia californica*
Wildlife	
rock dove	*Columba livia*
American crow	*Corvus brachyrhynchos*
western fence lizard	*Sceloporus occidentalis*
house sparrow	*Passer domesticus*
mourning dove	*Zenaida macroura*
Anna's hummingbird	*Calypte anna*
black phoebe	*Sayornis nigricans*
house finch	*Carpodacus mexicanus*
yellow-rumped warbler	*Dendroica coronata*
raccoon	*Procyon lotor*

Appendix A Scientific Names of Species used in this Report	
Common Name	***Scientific Name***
striped skunk	*Mephitis mephitis*
California ground squirrel	*Sciurius gresius*
white-crowned sparrow	*Spermophilus beecheyi*
gopher snake	*Pituophis catenifer*
Western meadowlark	*Sturnella neglecta*
Botta's pocket gopher	*Thomomys bottae*
California vole	*Microtus californica*
mallard	*Anas platyrhynchos*
common goldeneye	*Bucephala clangula*
great blue heron	*Ardea herodias*
great egret	*Ardea alba*
green heron	*Butorides virescens*
Canada goose	*Branta canadensis*
western gray squirrel	*Sciurius gresius*
Nuttall's woodpecker	*Picoides nuttallii*
Northern flicker	*Colaptes auratus*
red-tailed hawk	*Buteo jamaicensis*
oak titmouse	*Baeolophus inornatus*
Bewick's wren	*Thryomanes bewickii*
belted kingfisher	*Megaceryle alcyon*
spotted towhee	*Pipilo maculatus*
red-shouldered hawk	*Buteo lineatus*
dark-eyed junco	*Junco hyemalis*
yellow-billed magpie	*Pica nuttalli*
barn swallow	*Hirundo rustica*
cliff swallow	*Petrochelidon pyrrhonota*

APPENDIX B

List of Special-status Plant and Wildlife Species Identified as Occurring in or near the River District Specific Plan Study Area

Appendix B List of Special-status Plant and Wildlife Species Identified as Occurring in or near the River District Specific Plan Study Area	
Common Name	***Scientific Name***
Plants	
Ferris' milk-vetch	*Astragalus tener* var. *ferrisiae*
alkali milk-vetch	*Astragalus tener* var. *tener*
heartscale	*Atriplex cordulata*
brittlescale	*Atriplex depressa*
San Joaquin spearscale	*Atriplex joaquiniana*
palmate-practed bird's-beak	*Cordylanthus palmatus*
dwarf downingia	*Downingia pusilla*
Boggs Lake hedge-hyssop	*Gratiola heterosepala*
woolly rose-mallow	*Hibiscus lasiocarpos*
Northern California black walnut	*Juglans hindsii*
Ahart's dwarf rush	*Juncus leiospermus* var. *Ahartii*
legenere	*Legenere limosa*
Hecard's pepper-grass	*Lepidium latipes* var. *heckardii*
Baker's navarretia	*Navarretia leucocephala* ssp. *bakeri*
Colusa grass	*Neostapfia colusana*
slender Orcutt grass	*Orcuttia tenuis*
Sacramento Orcutt grass	*Orcuttia viscida*
Sanford's arrowhead	*Sagittaria sanfordii*
Crampton's tuctoria	*Tuctoria mucronata*
Wildlife	
tricolored blackbird	*Agelaius tricolor*
bank swallow	*Riparia riparia*
purple martin	*Progne subis*
vernal pool tadpole shrimp	*Lepidurus packardi*
vernal pool fairy shrimp	*Branchinecta lynchi*
California linderiella	*Linderiella occidentalis*
giant garter snake	*Thamnophis gigas*
American badger	*Taxidea taxus*

APPENDIX D: Cultural Resources

APPENDIX D: CULTURAL RESOURCES, HEC Combined Cover Letter Documentation

COMMUNITY DEVELOPMENT
DEPARTMENT

CITY OF SACRAMENTO
CALIFORNIA

300 RICHARDS BOULEVARD
3RD FLOOR
SACRAMENTO, CA
95811-0218

RE: RIVER DISTRICT ARCHITECTURAL AND HISTORICAL PROPERTY SURVEY

DATE: MAY 19, 2010

In September of 2000, Historic Environment Consultants completed the original "Richards Boulevard Area Architectural and Historical Property Survey" for the City of Sacramento. In July of 2009, Historic Environment Consultants updated this survey in anticipation for the River District Redevelopment Plan.

In May 2010, Sacramento's Office of Historic Preservation compiled the 2000 and 2009 River District Surveys into the following report that reflects the body of work done by Historic Environment Consultants between 1999 and 2009 for the City of Sacramento. The background and analytical portions of each survey are represented in this document. The Historic Resource Documentation Forms (Department of Parks and Recreation Form 523 part A and B), from both the 2000 and 2009 surveys, have been combined in the final section of this document to represent the intensive level survey work completed by Historic Environment Consultants for the City of Sacramento.

Please direct any questions to Roberta Deering by email at rdeering@cityofsacrmento.org or by calling (916) 808-8259.

APPENDIX D: CULTURAL RESOURCES, Richards Boulevard Survey, Sept. 2009

RICHARDS BOULEVARD AREA

ARCHITECTURAL AND HISTORICAL PROPERTY SURVEY

Prepared for the
City of Sacramento

by

Historic Environment Consultants
5430 Home Court
Carmichael, California

January 1999
Revised September 2000

TABLE OF CONTENTS

INTRODUCTION

An Historic and Architectural Survey was conducted within the Richards Boulevard Area for the purpose of identifying significant cultural resources. The Survey process included extensive historic research about and within the study area to gain an understanding of its past, its present evolution, and a context for the evaluation of its resources. This information will guide the planning process and help determine the opportunity or necessity for building or structure preservation within the area.

The Survey utilized the given boundaries as delineated in the Boundary Map (Exhibit A), and according to criteria established by the City of Sacramento. This Survey has identified and evaluated significant non-residential properties within the study area, constructed between 1839 (the first western settlement in Sacramento) and 1950. A wide range of resources was utilized in the preparation of historic documentation of the inventory, historic background, and findings. Resources included original government documents and archives, personal and public histories, periodicals and publications, private documents and collections, and oral histories.

CRITERIA FOR EVALUATION

Evaluation criteria utilized in this Survey are those established by the National Register of Historic Places and by the city in its previous survey update. Evaluation criteria are based primarily upon associations of a property with persons or events possessing a degree of local historic or cultural importance, or upon architectural values and/or noteworthy construction techniques, and utilize the National Register of Historic Places criteria, described as follows:

'The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. that are associated with events that have made a significant contribution the broad patterns of our history; or
B that are associated with the lives of persons significant in our past; or
C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
D. that have yielded, or may be likely to yield, information important in prehistory or history."

SUMMARY

The Richards Boulevard Project Area, as currently defined, encompasses the Southern Pacific Railyards as well as the lands between the northern edge of the Old City grid and the American River. This Area has experienced several events over time that have shaped its current uses and conditions. This piece of land, nestled in a curve of the American River, has long been subject to floods and marshland conditions. Its location, adjacent to one of the West's largest industrial sites, has also limited its development for other than primarily industrial uses. The structures found in the Area largely reflect that heritage and include an attractive grouping of brick buildings used for industrial and warehouse functions.

Also located in the Area are a significant water filtration plant, an important former power generation and distribution facility, and the former City Incinerator. In contrast, the Area additionally contains small and non-conforming neighborhoods of residential buildings. Though rather modest in size and design, the Dreher-Basler neighborhood in represents a small residential island amid the busy thoroughfares, warehouses, industrial and light manufacturing structures, distribution companies, and transient population. These residential buildings are not treated in this Report.

The social history of the Area includes, as well, an attraction to transients, the homeless, and seasonal agricultural workers that dates at least back to the Great Depression and the creation of Hoovervilles and hobo jungles in the Area and along the American River. This activity has been widespread throughout the area for a number of years, and appears to have affected land use and development patterns of this area to some extent, as well as that of the Gardenland area to the north across the American River. This tradition continues to the present, with some support agencies now located in the area to assist these groups of people.

Two potential districts appear to meet criteria for listing in the National Register of Historic Places and the Sacramento Register: the Central Pacific/Southern Pacific Locomotive Works and the industrial area along North 16th Street, with its collection of attractive utilitarian brick buildings. The Sacramento City Waste Water Treatment Plant complex also appears to meet National Register of Historic Places eligibility criteria, as does the nearby former P.G.and E. Power Plant designed by Willis Polk. Some additional structures located within the Project Area appear to meet criteria for listing in the National Register of Historic Places and the Sacramento Register, and are listed in this Report.

HISTORIC OVERVIEW

The area known as the Richards Boulevard area lies directly north and adjacent to the downtown business disrict of the City of Sacramento. The area is separated from the urban center of Sacramento by the Southern Pacific (now Union Pacific) Railroad yards and railroad levee on the south. Interstate Freeway 5 intersects the western border of the area by the Sacramento River. The American River forms the northern boundary, and the Blue Diamond property lies on the east of the designated area. Three bridges access the area: the I Street bridge, the Jiboom Street bridge and the American River bridge.

The Richards Boulevard area is situated just south of the Natomas District in the American Basin with its rich alluvial agricultural lands. This Basin is the smallest of five flood plains of the Sacramento River, approximately twenty miles long and two to seven miles wide. It extends from the confluence of the Sacramento and American Rivers to six miles beyond the junction of the Sacramento and Feather Rivers. The eastern border is comprised of low alluvial plains to the west of the Sierra Nevada Mountains, while the western borders are the levees of the Sacramento and Feather rivers. In the era prior to historic settlement, area inhabitants included the Nisenan native americans who spoke a language related to that of the southern Maidu tribes in California.

The Sacramento Township that now contains the Richards Boulevard area, partially created with the realignment of the American River channel in 1868, lies directly south of the American Township and the Natomas District. Until the construction of the river levee along the northern edge of the area adjacent to the river and the massive reclamation project in the Natomas District, this area was subject to the same flooding problems as the Natomas District. Prior to this, much of the area was officially designated as swamp land by the Federal government.

The first settlement in the Sacramento area was Sutter's Fort, established near the banks of the American River in 1839 by John Sutter, a Swiss immigrant. With the subsequent discovery of gold near Sutter's sawmill in Coloma in 1848, the area became flooded with gold seekers and settlers, and the survey, designation, and settlement of lands in this region began. Sutterville was the first town laid out by Sutter in the late 1840s. However, Sacramento City grew and prospered at a site more northerly, at the conjunction of the Sacramento and American Rivers, and bypassed the Sutterville site which was soon abandoned as a separate settlement.

In 1849, a "paper city" called Boston was laid out north of Sacramento in the area now referred as the Richards Boulevard area. According to an early account, the city "extends upon the banks of both rivers for several miles and is destined to become a flourishing town...(It) is situated upon a broad and well-watered plain covered with many groves of magnificent oaks, and the largest class of steamers and all vessels navigating the Sacramento River can lie and discharge directly at its banks...Lots are selling rapidly at $200 to $1,000 each, and before many months the city of Boston on the golden banks of the Rio Sacramento will rival its New England namesake in business and importance." According to Joseph McGowan in his *History of the Sacramento Valley*, Boston was located near the mouth of the American River at the present site of the Sacramento Waste Water Treatment Plant.

The original geographical configuration of the American River in this area was somewhat different than today. A large curve in the river at about 28th and B Streets contributed substantially to flooding problems in the city. The curve was removed in 1868 by deepening an adjacent slough and creating a new river channel.

Another change to the American River channel was made at the junction of the American and Sacramento Rivers just north of the city, also to alleviate destructive flooding. The American River originally emptied into the Sacramento River through Sutter Slough, near the present location of the Southern Pacific Railroad Depot. In 1868, another new channel for the river was created by deepening the slough north of the original location and blocking the original channel. When the river was

relocated farther to the north, a flood plain area between it and the city was created. Some years later, the Southern Pacific Railroad proposed widening and strengthening the levee north of the city, if the city would allow the storage of extra cars on the levee. The city agreed and the levee was strengthened substantially. By 1905, the former river channel had been reclaimed. This area constitutes most of the western portion of the present Richards Boulevard area.

This "reclaimed" area was not only continually subject to floods, it also was a natural drainage area. The land north of the river was particularly prone to swampland. Lying within the "American Basin", the swamp and overflow area remained essentially unusable until reclaimed by Natomas Consolidated of California, successor to Natoma Water and Mining Company. In 1900, reclamation of the area began on a large scale. In 1911, District 1000 was organized, and the reclamation work the Natomas enterprises proposed to then undertake was the largest private enterprise of its kind in the United States up to that time (Castenada, Docken, Pitti, Ide, 1984). The project is significant in the technological history of the state, and transformed the area just north of the Richards Boulevard area into rich and viable ranch and settlement land.

The earliest version of the Natomas company was formed shortly after the discovery of gold in northern California, in order to provide water for gold mining activities. Over time, the company established other business enterprises as well. By the mid-1870s, Natomas enterprises owned orchards and were operating a drying plant, shipping pears and plums from their orchards to eastern markets. By 1883-1884, the Natomas Vineyard Company had been established, with 2,000 acres in plantings, then one of the largest vineyards in the world.

As surface gold diminished, the company employed other mining techniques, turning first to hydraulic mining and then, in the early twentieth century, to dredging for gold. Several dredging companies combined into the Natomas Development Company between 1906 and 1908. The American Reclamation District was formed in 1906, under the auspices of Natomas enterprises and a large landowner in the area.

The construction of the new levee system of the lower tract, District 1000, began in 1912. The levees, cross canal, drainage and irrigation canals, and ditches were completed between 1914 and 1915. Clamshell dredges and draglines did the heavy work, the suction dredge filled the trough between two earth dikes with sand, and the finishing work was done by horse and mule teams with scrapers. Work continued twenty four hours a day, with teams of men living on site in camps or on sledges that could be towed alongside the work. The drainage system consisted of 125 miles of ditches and canals and two large pumping plants (Miller, 1985). By 1918, the land was available for sale to farmers, and the principal settlement and agricultural production of the area began. The settlement and growth of this area just to the north, was to have direct effects upon the development and growth of the Richards Boulevard area.

Another key element governing the extent and kind of growth the area was to experience were the bridges providing access to and through the area. The earliest bridges in the area appear to have been the Swift Bridge and Lisle's Bridge. Swift Bridge was constructed during the 1850s at the mouth of the American River. This bridge washed away in 1861. Rebuilt soon after, it washed away once more in 1862. The crossing of the American River at 16th Street was the site of Lisle's Bridge, an early and important link connecting Sacramento to the gold mines. The current bridge over the American River, constructed in 1915, crosses the river at 16th Street at approximately the same location. The presence of the bridge and highway generated the establishment of several early auto camps in the area, perhaps setting the stage for the transient population that characterizes it still today. This route has become a modern highway, carrying traffic both through and to the area. Other modern bridges serving the Richards Boulevard area include the I Street Bridge (further south), constructed in 1911, and the Jibboom Street Bridge, built in 1931.

Early in the twentieth century, the construction of a channel or canal extending from the Sacramento River to Twelfth Street was proposed by the Sacramento Canal, Dock and Warehouse

company, affiliated with the Sacramento and Sierra Railway (also sometimes known as the Sacramento & Tahoe Railway). As early as 1908, maps show a Sacramento & Sierra Railroad Company with tracks running from the Sacramento River parallel to North B and then along North 10th Street. A.M.McCollum helped buy land for the expansion of this railroad. McCollum was a veterinary surgeon and the head of the Veterinary department of the Haggin Ranch (Rancho Del Paso/Haggin Ranch, across the American River to the north and east), world famous for breeding thoroughbred race horses. He also maintained a thriving private practice.

The railway company owned property along the river below the filtration plant site near the Sacramento River and wished to establish rail access inland. The anticipated route was to extend through Sacramento to a recently subdivided ranch site area in Orangevale, and then to rich timber lands owned by C.A. Smith near Lake Tahoe. The Railway was to ship lumber directly from Tahoe to the river, and would have encouraged the growth and development of early subdivisions and the Orangevale townsite in the Orangevale/Folsom area, as well as generate additional commerce at the river edge. It would constitute the only non-Central Pacific Railroad-owned Sacramento River access between the city docks and the mouth of the American River. However, construction of the canal would have required a portion of land the city planned to utilize as the site for the new city water filtration plant. Considerable community discussion occurred when the Sacramento Canal, Dock and Warehouse company requested permission to create this canal, but permission from the city was finally granted. For some yet unknown reason, the Sacramento and Sierra Railroad abandoned its plans until such time as Smith decided to go ahead with the building of the road. In 1913, the railroad property was conveyed to F.A. Warner, Smith's son-in-law, and the road was never built. Consequently, the Orangevale townsite, awaiting the advent of rail access to Sacramento in order to realize its development, never blossomed as anticipated.

During the nineteenth and early twentieth centuries, the swampy character of the Richards Boulevard area limited its potential growth and consequent value. The lower value of the land early made it a focus for a variety of industrial uses. In the early 1920s, the City constructed a large new filtration plant on the west near the Pacific, Gas & Electric Company's new substation on Jibboom Street, built in 1912 and designed by Willis Polk. A major trucking firm located along North 16th Street, and a large produce distribution center was established in 1926. Others saw a potential for modest housing subdivisions in the area and began a small development east of North 16th Street. Later, a major cannery and canning manufacturer settled in the area. Auto camps sprang up along North 12th and North 16th Streets to service travelers to Sacramento from the north and east. Light manufacturing establishments, a number of oil, gas and petroleum distribution centers, food production factories and warehouses were also important long term tenants of the area. Transients and seasonal agricultural workers also found inexpensive "lodging" sites in this area - sometimes renting very small plots of land from a common landlord upon which they were left to create whatever dwelling they could manage. Some areas remained vacant and undeveloped.

There were some 'pioneers' that played a large part in the settlement of this area. One of them was William H. Basler, for whom a street east of North 16th Street was named. By 1913, Basler, a fuel supplier, owned most of the land between North 12th and North 16th Streets above North B. Basler had a wood yard and sold coal in the area. Martin Basler, a relative and engineer specializing in levee design and building, also lived in the area. He built and lived in a house close to the American River to demonstrate his faith in the levee's strength. Martin also had two quonset huts erected on Vine Street (later Richards Blvd.) about three years after World War II.

In 1921, William Dreher purchased a 25 acre ranch along 16th Street in this area and began to develop the land from pasture. In time he established a dairy in the area with throughbred Holstein cows. He built up a good trade and sold young stock to clients as far away as the Hawaiian Islands. His head bull was the half brother of the State Fair champion in 1922. Soon afterward, Dreher began to subdivide his ranch and lay out town lots and factory sites. He was one of the first in the area to lay out streets. He improved the land with curbs, gutters, and sold the lots to homemakers. He also had a service and oil station at 16th Street at the junction of Marysville Road and the American River

crossing. Later ventures included the subdivision and sale of summer lots and resort sites at Lake Tahoe. A street in this area bears his name.

The Bercut-Richards Cannery represents a major effort by Tom Richards Sr. to develop an industrial park north of Richards Boulevard. He succeeded in efforts to make the Cannery active and viable, and established a Continental Can Company plant across the street from the cannery to assist its production. The Cannery was a major economic force in the Sacramento region for many years, popularizing "Sacramento" brand tomato products. The location of the Cannery instigated the location of the Continental Can Company factory across N. 7Th Street from the Cannery. At one time, the two industrial centers were connected by an overhead can conveyor structure.

The Southern Pacific Railyards and the railroad levee have constituted a barrier between the city and this area since their construction in the nineteenth century. For many years, the 12th Street Road (part of old Auburn Road) running diagonally through the area provided a main access to the central city. Later 16th Street became linked to 12th Street as a one way corridor to the northeast, and both streets connected to Highway 160. The earlier 12th Street Road and its bridge across the American River accommodated early auto traffic to the northeast. Its presence encouraged the development of several small auto camps and roadside establishments in the Richards Boulevard area. Many of these small auto court units and cabins later provided low cost housing for those in the area. The construction of Interstate Highway 5 provided access to the area on the west.

Other common activities within the area were storage and warehousing, and product distribution facilities. In particular, a number of petroleum, oil and gas storage and distribution facilities were located in the area. A number of storage tanks are noted at different sites on the Sanborn Insurance Maps of the area, between 1915 and 1952. Once the principal produce distribution center for the city, a produce distribution center on North 16th Street has somewhat diminished in activity due to the establishment of other such facilities elsewhere in the region. Additionally, a major trucking firm formerly operated out of a location on Sproule Ave. The California Almond Growers Exchange utilizes several structures in the area along North A and North B Streets near their primary facilities to the east and on C Street, for both storage and production activities. Other food production facilities included the Bercut-Richards Cannery on North 7th Street, established in the early 1930s.

Through time, several factors limited the development of the area as prime commercial or residential land. One of the major factors was the area's geographical location with its flood potential and drainage problems. Bisected or bound by major roadways and subject to flooding, the area's agricultural values were limited. Other limitations included its proximity to the railyards with its major industrial activities and noise level, difficult access from other areas, and relative isolation from central Sacramento. These factors discouraged most non-industrial activities in the Richards Boulevard area and limited potential development.

The industrial character of the area, the river, and the nearby railyards also attracted the homeless and indigent, and off season agricultural workers. During the Great Depression, many such persons came to this area, forming settlements or camps which became known as "Hoovervilles." These "camps" were characterized by a jumble of small, makeshift shelters and substandard dwellings. There was one such complex on North B Street and another grouping along the river. A pattern developed whereby area landowners often divided their larger parcels into a number of small plotswithin a compound, and rented the land to families and individuals on a monthly basis. Those occupying the plots of land would create their own shelter and use communal facilities, if such were provided. A number of the small auto camp and auto court buildings constructed near 12th Street and 16th Street to house early auto travelers, were apparently converted, or moved and converted, to low income housing. These activities further affected the character and economic growth of the area.

With the advent of better times, the area still retained a substantial population of low income and transient residents, and institutions such as the Salvation Army, Loaves and Fishes, Union Gospel and other religious-based organizations moved into the area to assist them. A tradition begun during,

and perhaps before, the Great Depression and spurred by seasonal agricultural worker practices has continued with the presence of a number of homeless and indigent persons who continue to populate the area.

In the 1930s, the Bercut-Richards Cannery was established on North 7th Street, later joined by a Continental Can Company plant, constructed across the street to serve the cannery. Seasonal cannery workers could live nearby at reasonable costs. This Cannery was particularly important for its large tomato pack under the Sacramento brand name.

Shortly after the beginning of World War II, the federal government constructed a housing unit in the area. This unit was subsequently taken over by the city and has been operated as the Dos Rios Housing unit since that time. The Dos Rios School was constructed in 1942 to provide schooling for the housing unit's children. Thus, governmental planning also supported these activities and the presence of low income families and persons in the area.

In 1952, a large new State of California Printing Plant, designed by the noted Bay Area architectural firm of Wurster, Bernardi and Emmons, was constructed in the area. This large plant added to the variety of industrial activities of the area. Small portions of the Richards Boulevard area were annexed by the city in 1949 and the early 1950s, but the major sections were annexed in 1960 and 1963. The area has maintained its industrial character over time despite the presence of a small pocket of residential buildings along Basler and Dreher Streets.

Within the last fifteen years, a number of structures have been removed from their sites in the area. Several new office and warehouse structures and complexes have been constructed, primarily north of Richards Boulevard. These complexes have substantially altered the character of the immediate areas that house them, in comparison with the existing areas south of the Boulevard and along North 12th and 16th Streets.

FINDINGS AND CONCLUSIONS

The Survey and Research Report has developed information regarding the number and significance of historical and architectural resources located within the Richards Boulevard Project area. These resources have been surveyed, researched, and evaluated according to various attributes including type of structure, use, construction type, condition, style, contribution to the area, and potential eligibility for listing in the National Register of Historic Places.

The Richards Boulevard area has a long history associated with the evolution of Sacramento and the surrounding region. Located directly north of the central city district of Sacramento, it has reflected its development in a variety of ways. Several factors have contributed to the type, extent, and character of growth that has occurred within the project area since the founding of the city.

The area is part of a large natural drainage basin, and subject to flooding. The proximity of the area to the American River and its confluence with the Sacramento River has exacerbated existing drainage and flooding problems over time. However, the twentieth century construction of river levees and the reclamation of nearby lands have largely alleviated flooding and swampy conditions since the 1920s.

The area did not fully develop as a prime site for commercial or residential development, primarily as a result of its flooding potential, poor drainage, and inadequate access to the central portion of the city. Its physical isolation from the central city due to the location of the Southern Pacific Railyards between the area and the city probably accounted for its late annexation to the city and its consequent limited development potential. The presence of the railyards themselves with their industrial activities also dictated aspects of its development. Additionally, two busy highways traversed the area. As a result, the land uses in the area developed as primarily industrial, distribution, and warehousing. These uses ranged widely from small manufacturing activities to a major cannery, large trucking companies, a substantial amount of oil and petroleum product storage, food product manufacturing and major produce distribution.

Other uses included the operation of several auto camps and auto courts, apparently built during the late 1920s to mid 1930s. Early attempts at ranching were redirected to housing subdivision, and a small enclave of residences were constructed, principally along Dreher and Basler Streets east of 16th Street. Low income residential uses were widespread, both in provided housing and in a variety of makeshift dwellings. By the middle of World War II, a large low income government housing development was in operation, and a school facility was built nearby. The variety of uses within the area has been reflected in the various types and kinds of structures found there, and in their materials and construction techniques as well. Structures of importance in the area will be discussed individually as follows in this report. Some structures or groups of structures that do not appear to meet criteria for listing in the Inventory are discussed due to the role they played in the development of the city and this region.

RICHARDS BOULEVARD AREA INVENTORY

MASTER LIST

Essential Structures

Bercut Drive:

101

I Street:

I Street Bridge/Viaduct: listed, National Register of Historic Places

Jibboom Street

Jibboom Street Bridge

Priority Structures

Dos Rios Avenue

700

Jibboom Street

Sacramento River Station "B"

N.7th St.

424

N.12th St.

311

N. 16th St.

116
200
470
500
550

N. C St.

1341

Surveyed Properties at 1100 and 1400 Richards Boulevard are pending further contextual research.

North 16th Street Preservation Area

Contributing Structures

Thornton

1615

N. A St.

1600
1601

N. C St.

1401
1501
1515
1527
1610-1620

N. 16th St.
116
200
215-217
221
235

N. 17th St.
83

Non-Contributing Structures

N. 16th Street

121

N. 16th Street Preservation Area

Status Key: P = Priority
C = Contributing
NC= Non-Contributing
V = Vacant

Parcel Number	Address	Status	Occupant/Historic
002-0054-001	83 N. 17th	C	Capital Machine & Welding Works
002-055-002	1600 N. A St.	C	Calif. Almond Growers Exchg.
002-0053-004	1601 N. A St.	C	Calif. Almond Growers Exchg.
002-0053-003	121 N. 16th St.	NC	Calif. Almond Growers Exchg.
001-0142-018	1401 N. C St.	C	Polly Pool/Beacon Dist.
001-0142-019	1501 N. C St.	C	All-Temp Insulation/Calif. Packaging Corp.
001-0142-020	1515 N. C St.	C	Admail West/Calif. Packaging Co.
001-0142-014	1527 N. C St.	C	Pacific Flooring/Varius Beverage Dist.
001-0152-001	vacant	V	n/a
001-0152-002	vacant	V	n/a
001-0152-003-006	1610/1616 N. C St.	C	Cardinal Scales/Top Hat Potato Chip Factory
001-0141-002	116 N. 16th St.	P, C	Sacramento Pipe Works
001-0151-005	200 N. 16th St.	P, C	Sacramento Produce Terminal
001-0153-001	215-217 N. 16th	C	Ruland's Office Furniture
001-0152-018	221 N. 16th St.	P, C	Wood Bros. Carpet/W.A. Ward Seed Co.
001-0152-019	235 N. 16th St.	C	Western Body Co.
001-0152-017	1615 Thornton	V, C	Vacant, surfaced remnant of once larger warehouse on west, 2 bldgs on east

Building Categories: Findings for Survey

The area surveyed is approximately 1320 acres in size, including the Southern Pacific Railyards. The city Inventory includes three essential structures, twelve individual priority structures and fourteen contributing properties within the North 16th Street Preservation Area, one non-contributing property. Individual buildings/structures by type:

Industrial, manufacturing	4
Distribution/ Commercial	4
Public/Private Utilities/Public Works	3
School	1
Cannery	1
Bridges, with viaducts	2

Listed in the National Register of Historic Places: I Street Bridge

Essential Structures/Properties: 3

Priority Structures: 10

North 16th Street Preservation Area; 15 properties

Contributing properties: 14
Non-Contributing structures, properties: 1

Southern Pacific Railyards

The Southern Pacific Railyards complex on the southwest section of the study area appears to be eligible for listing as a district in the National Register of Historic Places. It also appears eligible for listing as a National Historic Landmark. The Southern Pacific Railroad Depot and American Express Railway Building are listed in the National Register of Historic Places. The Railyards were initially established in this area in the 1860s, and grew to become the largest such facility west of the Mississippi River during its height of operation. The railroad manufactured on this site everything that it needed to run and develop a transcontinental railroad, including locomotives, various rail and passenger cars, wheels, trucks, upholstery, dining car silver, boilers for ships, cable cars for the San Francisco railway, springs, bolts, etc. Foundries and blacksmith shops generated any piece of machinery or construction element necessary to the creation of this independent and self-sufficing entity. The Southern Pacific Railroad was the largest employer in the Sacramento region for many years, and contributed substantially to the city and region's growth. Its presence along the lower boundary of the Richards Boulevard area was, and remains, a major factor to its development.

Southern Pacific Railyards Historic Core District:

Contributing structures: 9
Non-Contributing structures: 1

METHODOLOGY

The process for the research, property survey and document preparation regarding this Report has involved several phases and activities.

Criteria for the identification and evaluation of properties within the survey area, according to historical, architectural and cultural significance, were established to coincide with those criteria utilized in the preparation of the Sacramento Register update, the primary product of three prior architectural and historical surveys. Structures built during and prior to 1950 were the focus of the inventory.

Research was conducted regarding the specific area, and nearby and adjacent areas in the region whose evolution and activities were interrelated. Previous documents and reports concerning the area were reviewed for related information. An historic overview of the area was developed to assist in the research and contextual evaluation of properties. The overview also guided the identification of existing resources with historical uses.

A property by property survey was conducted. Photographs were taken, and field notes and descriptions prepared regarding the surveyed properties. Structures meeting the base criteria for inclusion in a list of potential properties were listed for further research.

Research on individual properties and structures was conducted. The information developed included date of construction, name of original or early owner or builder, subsequent owners as available, and any events associated with the structure or property. Also noted were any alterations or additions and dates of occurrence. The Overview was utilized to interpret and expand upon site-specific information. Data was summarized and compiled. Resources utilized are listed in the Report Bibliography.

Properties were evaluated according to adopted Sacramento City Survey Criteria as to historical, architectural and cultural significance, and integrity of design. A list of properties meeting the base criteria for significance was compiled, and structures were individually described and summary statements of significance developed. Properties identified as Priority or Essential Structures were designated. The North 16th Street Preservation Area/Historic District was delineated and included property designations as Contributing and Non-Contributing.

Any properties, individual or districts, meeting eligibility criteria for listing in the National Register of Historic Places were noted. Photographs of all Inventoried structures were attached to Inventory forms, and sketch maps of property locations were included on the Inventory forms. A summary listing of properties and the designated categories of significance was prepared. A statement of findings, a summary, methodology regarding the preparation of the report, and the bibliography are included in the final Report.

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Hobo Jungle photo file
Natomas Co. files and records
Photographic Collection:
85/24/1805-85/24/1812; 81/34/2228-2229; 81/37/2144; 81/37/2216; 81/37/2222-2223; 81/37/4844ii;
Sacramento Bee Index, 1910-1930
Photograph Collection: "Hobo Jungle Photos": 81/01/1243-48; 1249; 1250-57; 1259; 1261-62; 1264-65; 1267

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County Map Books, Vol 4., 1931, 1932, 1933, 1934, 1935, 1937
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Sacramento Archives and History Collection:

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Sacramento Bee

1907: June 13, Pg.1
1912: July 24, Pg. 3; Oct. 17, Pg. 13
1913: February 12, Pg. 16; March 8, Pg. 12
1917: June 1, Pg. 3

1919: March 28, Pg. 1; October 3, Pg. 11; November 18, Pg. 12
1925: July 11, Pg. A8
1931: April 20, Pg. 5
1933: September 1, Pg. 1
1937: February 18

1946: February 7
1948: September 1
1948: September 4

Sacramento Union
1906: October 30, Pg. 1
1908: May 8, Pg. 12
1909: October 13, (No Pg.); November 19, Pg. 1; December 20, Pg. 2; December 23, Pg. 1; December 25, Pg. 3
1910: March 27, (No Pg.); April 3, Pg. 20

Interview:
Robert Frost/1400 Richards Blvd.

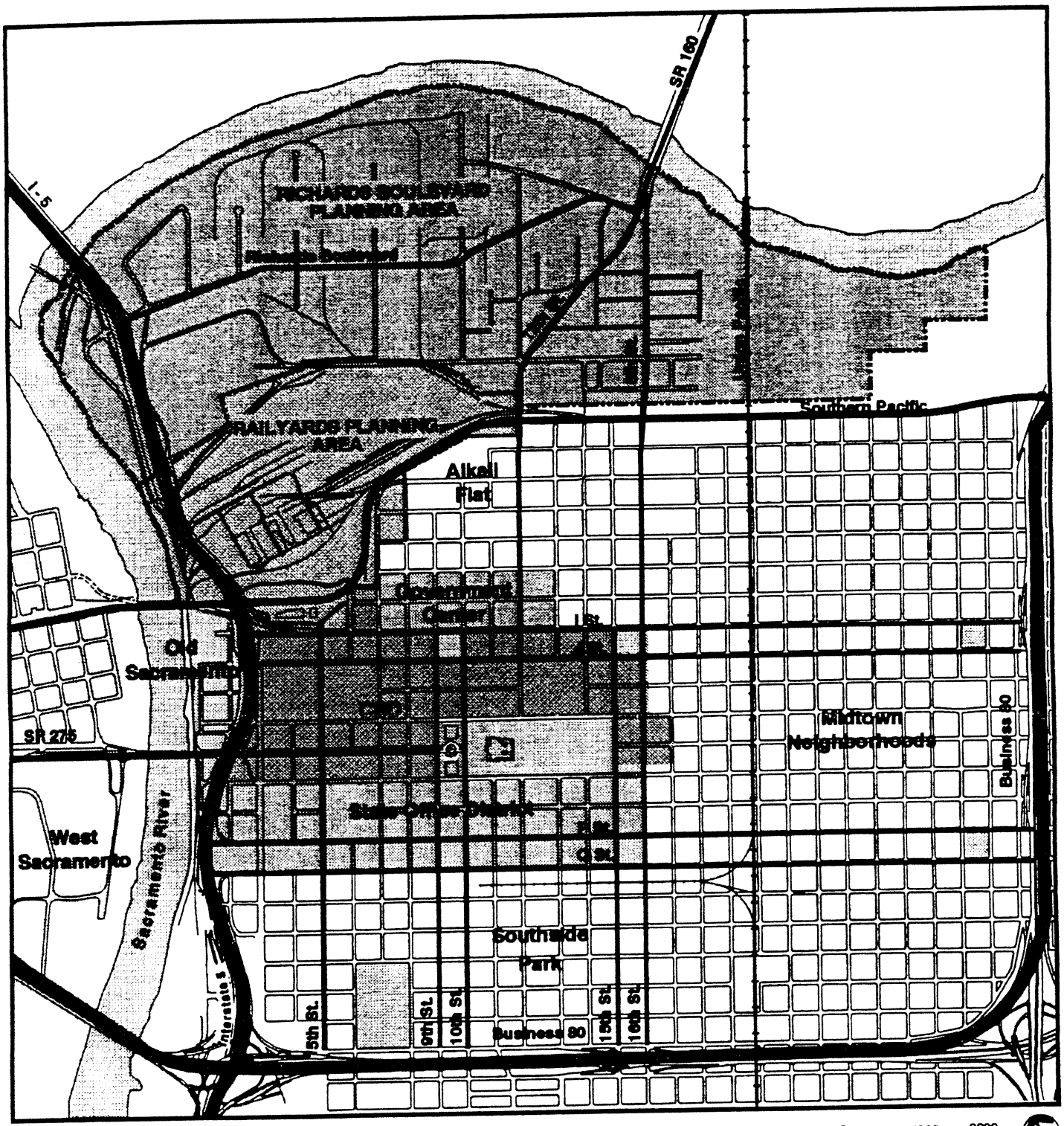
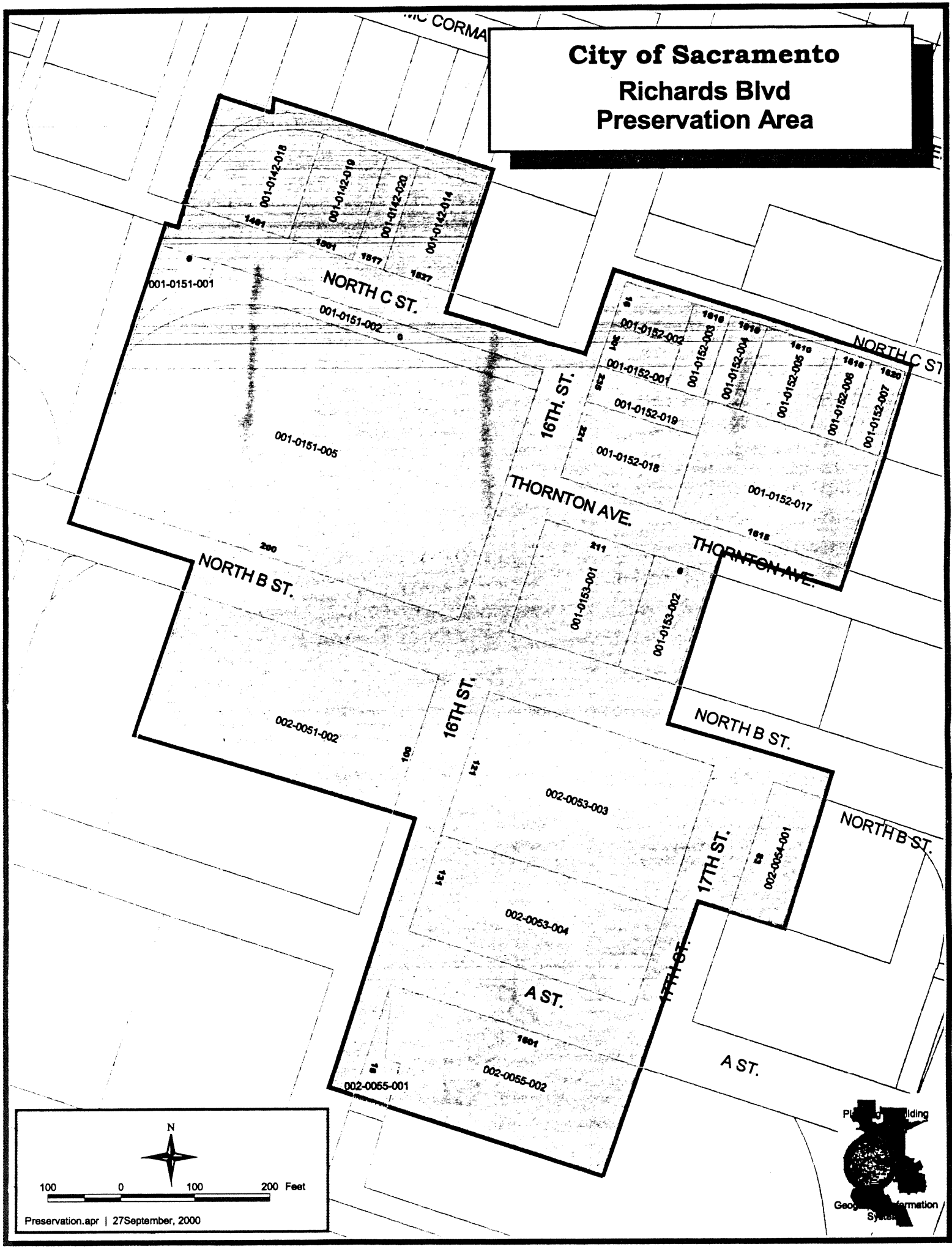


Figure 2
Central City Context


City of Sacramento
Richards Blvd
Preservation Area
001-0142-018
001-0142-019
001-0142-020
001-0142-014
1491
1501
1517
1527
001-0151-001
NORTH C ST.
001-0151-002
001-0151-005
16TH. ST.
001-0152-002
001-0152-003
001-0152-004
001-0152-005
001-0152-006
001-0152-007
001-0152-001
001-0152-019
001-0152-018
001-0152-017
THORNTON AVE.
NORTH B ST.
001-0153-001
001-0153-002
002-0051-002
16TH ST.
002-0053-003
002-0053-004
17TH ST.
002-0054-001
A ST.
1601
002-0055-001
002-0055-002
N
100 0 100 200 Feet
Preservation.apr | 27September, 2000

Appendix A

Richard's Boulevard Survey Area

Proposed Essential and Priority Structures

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S
Other Listings
Review Code Reviewer Date

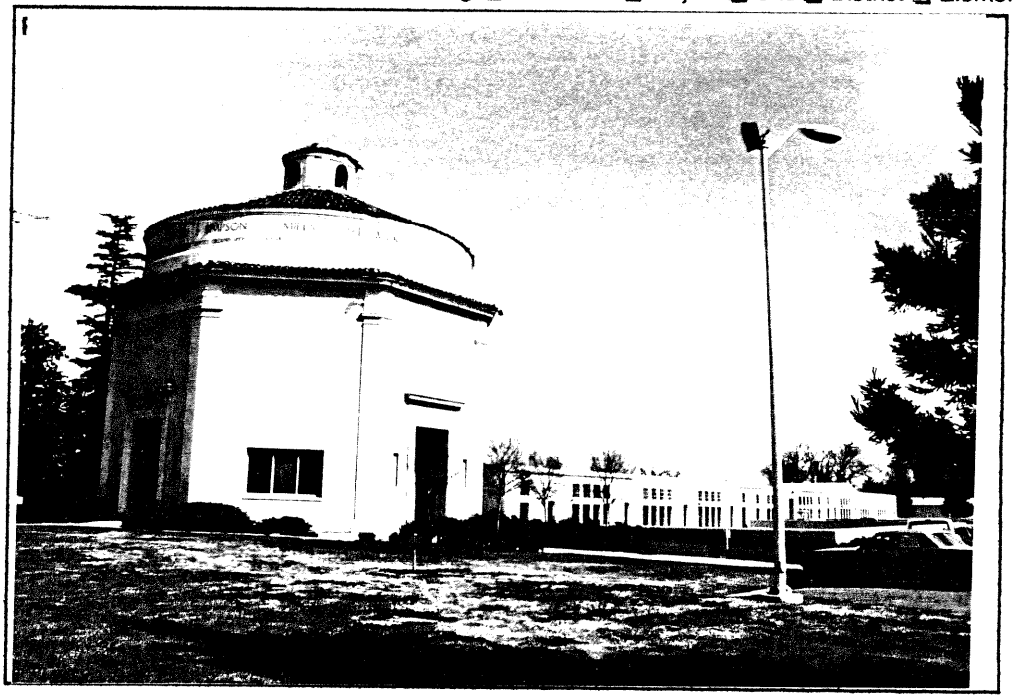
Page 1 of 1 Resource Name or #: 101 Bercut Drive
P1. Other Identifier: Sacramento River Water Treatment Plant
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento West Date 1967
c. Address: 101 Bercut Drive City Sacraemento Zip 95814
*e. Other Locational Data: APN#: 001-0210-023

*P3a. Description:

The Sacramento River Water Filtration Plant is located to the east of Interstate 5 Freeway just north of downtown Sacramento. The Plant complex is comprised of three principal structures, a below grade reservoir, and various tanks, pumps and holding ponds, placed in a landscaped setting of lawn with mature trees and shrubs.

The Pumping Station, one of the three main buildings, is sited closest to the eastern side of the I-5 Freeway. This building is a one story, rectangular concrete structure with a flat roof and minor Classical Revival references. Building corners and the centered entry are quoined, and an encircling frieze beneath the cornice bears the incised inscription, "And Everything Shall Live Whithersoever the River Cometh, Ezekiel, XLVII-9". The interior is lit by tall, rectangular, multi paned, metal-sashed windows. Some alterations to the base of this building have occurred. The building is in good condition.

*P3b. Resource Attributes: HP9
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)



P5b. Description of Photo: View to Northeast 10/97

*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
1921 Factual

*P7. Owner and Address:
City of Sacramento
Real Estate Div.,
1023 J Street
Sacramento, CA 95814

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
7/95, 9/97

*P10. Survey Type:
Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Specail Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record ❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record ❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency | Primary #

DEPARTMENT OF PARKS AND RECREATION | HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 | *NRHP Status Code 3S

*Resource Address: 101 Bercut Drive

B1. Historic Name: Sacramento River Water Treatment Plant

B2. Common Name: Sacramento River Water Treatment Plant

B3. Original Use: Water Treatment Plant | B4. Present Use: Water Treatment Plant

*B5. Architectural Style: Classical Revival/Beaux Arts influences

*B6. Construction History

The building was constructed in 1921.

*B7. Moved? ■ No ❑ Yes ❑ Unknown Date: _____ Original Location:

*B8. Related Features: The complex contains several structures and buildings, as described, including the water intake facility in the Sacramento River.

B9a. Architect: Dean & Dean | b. Builder: Mathews Construction Co.

*B10. Significance: Theme Public Utility in an industrial area

Area Richards Blvd. Special Planning District

Period of Significance 1921-1948 Property Type Water Treatment Plant Applicable Criteria C

The Sacramento River Water Treatment Plant was the most modern facility of its kind in the United States at the time of its construction in 1921. The dedication ceremony included the starting of the plant's pumps by Mrs. Calvin Coolidge through an electrical impulse transported by telegraph from the White House in Washington, D.C. According to Plant information, it was the first filtration plant constructed west of the Rockies. It was one of the most modern, state-of-the- art facilities of its kind in the country at the time of its construction. The complex received designation as a national American Water Works Association historical landmark in 1987.

In addition to historic importance, the buildings of the complex, particularly the Pumping Station and the Administration Building, are handsome and elegant examples of classical revival style variations, unusually graceful for essentially functional public works buildings. With their parklike setting, they represent the implementation of "City Beautiful" ideals in a utilitarian context.

The Head House, Pump House and Coagulant Buildings are the principal agents of the Beaux Arts architectural design and styl complex. The pools, aeration ponds and storage facilities also located on the property are functional elements of the plant's activities and are utilitarian in nature.

The complex possesses both historical and architectural/engineering significance, has retained a substantial degree of integrity, and appears to meet eligibility criteria for listing in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register as an Essential structure.

B11. Additional Resource Attributes: None

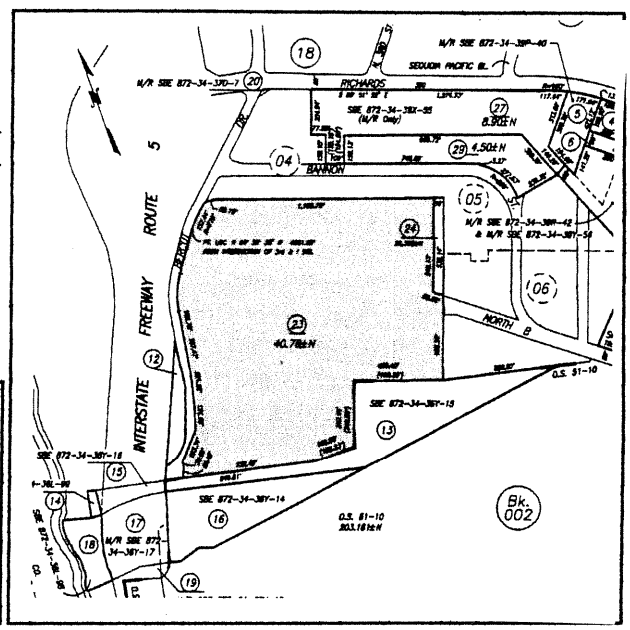
*B12. References:

Sacramento Survey III, Richards Blvd. Area Architectural and Historical Survey, Sacramento City Information Brochure

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: 7/95, 9/97



(This space reserved for official comments.)

*These items consist of required information.

Sacramento River Water Treatment Plant, 101 Bercut Drive

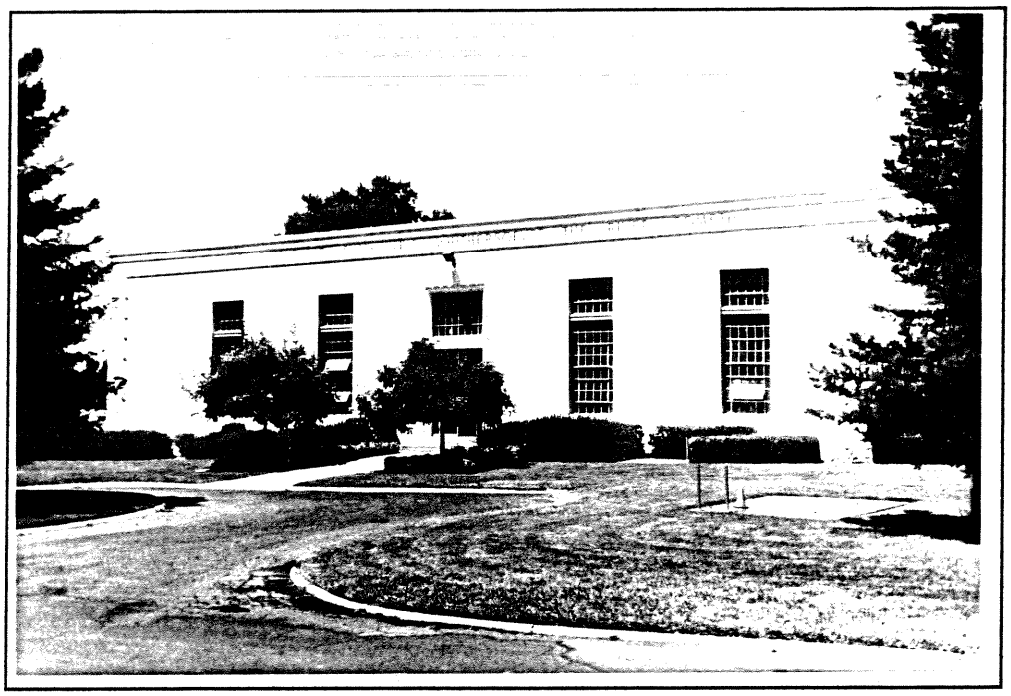
P3a., continued

The Head Building (Administration Building) is a two story octagonal structure of concrete and stucco with a clay-tiled conical roof and cupola. On the exterior, the circular drum between walls and roof contains inscribed names of well-known inventors and scientists, and two inscriptions. Alterations include the enlargement of windows. The building is in good condition. The concrete Filter Building, attached on the east, is a long, one and one-half story, multi-windowed, flat-roofed structure, partly below grade. The tanks and ponds lie to the south of the structure.

With an estimated output of 48 million gallons per day, the plant was an example of the rapid sand filtration technique, utilizing an intake pier, grit removal and storage stations, coagulating tanks, sedimentation basins, a head house and chlorine plant, filters and a clear water reserrvoir. The plant's channeling system was based on the gravity flow design, utilizing 40 inch wide pipes carrying water from the Sacramento River 1100 feet to the pumping station. A new reservoir was added by 1950, and a lime treatment facility was constructed in 1960.

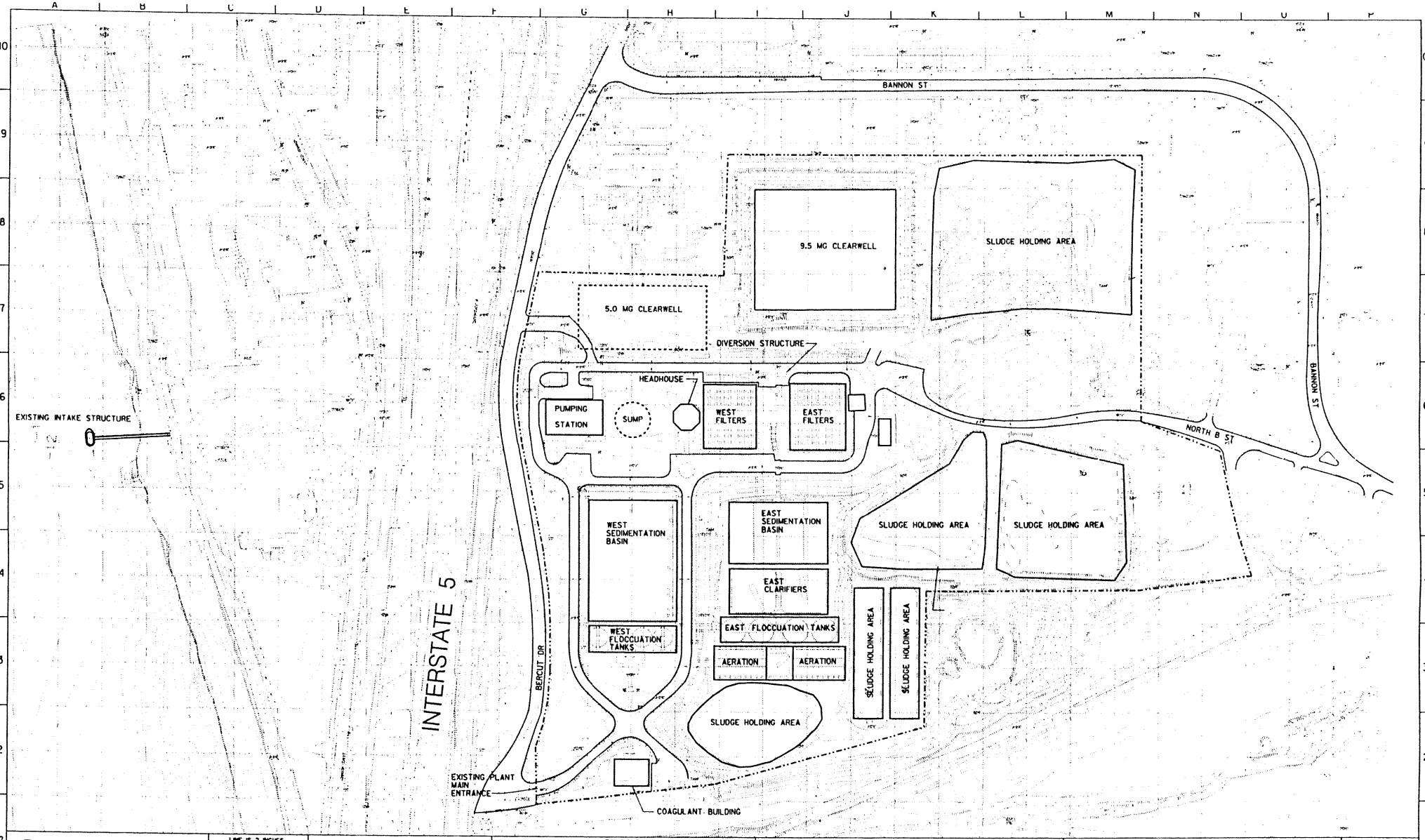
An associated structure lies to the west in the Sacramento River, approximately 30' from shore, housing a water intake system and accompanying functions. The structure is approximately two stories in height (above water level), with an oval shaped base supporting an encircling projecting deck and oval upper building. The north and south ends of the structure above deckline are curved in form and covered with partially conical clay-tiled roofs. They flank an entry tower with support cables for the suspension bridge walkway that extends to the tower on shore. The structure is surfaced with stucco, fitted with a river height indicator, multi-paned windows and mooring rings.

Sacramento Water Filtration Plant



Coagulant Building, view to the south.

Pump House, view to the north.



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MONTGOMERY WATSON
Sacramento, California

SUBMITTED: _____ DATE: _____

LINE IS 2 INCHES AT FULL SIZE (IF NOT 2"-SCALE ACCORDINGLY)
FILE
DRAWN
DESIGNED

PRELIMINARY
NOT FOR CONSTRUCTION

REVISIONS					
ZONE	REV.	DESCRIPTION	BY	DATE	APP.

CITY OF SACRAMENTO
DEPARTMENT OF UTILITIES

SACRAMENTO RIVER WATER TREATMENT PLANT

CIVIL

EXISTING SITE PLAN

SCALE
1" = 100'

DRAWING NUMBER
C-1

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 1

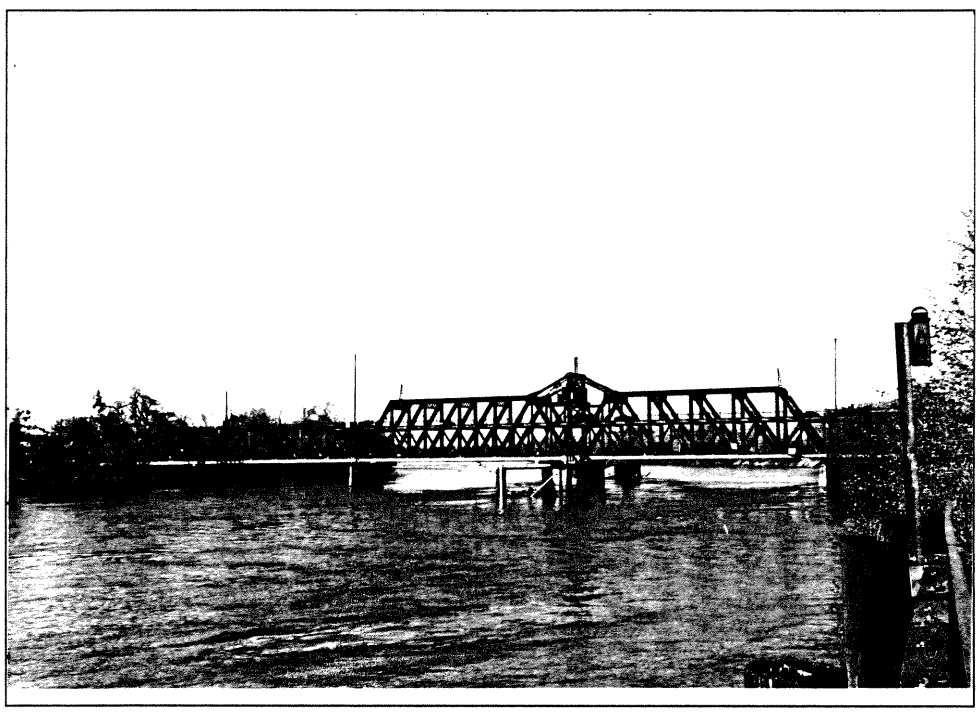
Other Listings
Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** I Street Bridge
P1. Other Identifier: I Street Bridge
***P2. Location:** ***a. County** Sacramento ***b. USGS 7.5' Quad** Sacramento East **Date** 1967
c. Address I Street Bridge and Sacramento River **City** Sacramento **Zip** 95814
e. Other Locational Data: CALTRANS Bridge Log Number: 24C-6

***P3a. Description:**

The bridge structure is a steel truss swing bridge, with a mainspan of 167 feet and a secondary Warren truss span of 110 feet. The bridge swings open to allow the passage of large boats traveling up or down the river. The bridge contains tacks for train usage, once convenient to the former Southern Pacific Railyards north of downtown Sacramento. The bridge is in good condition.

***P3b. Resource Attributes** HP19
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other



P5b. Description of Photo: View to North 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1911

***P7. Owner and Address:**
Union Pacific Railroad,
9th floor, 1 Market Plaza
San Francisco, CA. 94105

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct., Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐ Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 1

Page 2 of 2 *Resource Name or #: I Street Bridge

B1. Historic Name: I Street Bridge

B2. Common Name: I Street Bridge

B3. Original Use: Bridge B4. Present Use: Bridge *B5. Architectural Style: N/A

*B6. Construction History:

The bridge was constructed in 1911. No alterations known other than maintenance.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: I Street and Jibboom Street viaducts.

B9a. Architect: Designed by Southern Pacific Railroad Company

b. Builder: American Bridge Company

*B10. Significance: Theme Railroad bridge connecting Southern Pacific Railyards across river to rest of main line Area Richards Blvd. Special Planning District

Period of Significance 1911-1948 Property Type Bridge Applicable Criteria C

The I Street Bridge was listed on the National Register of Historic Places in April, 1982. The bridge is also listed in the California Register of Historical Resources. The I Street Bridge and Jibboom Street viaducts are referenced in the I Street Bridge National Register of Historic Places nomination. The I Street Bridge is eligible for listing in the Sacramento Register as an Essential Structure.

B11. Additional Resource Attributes: None

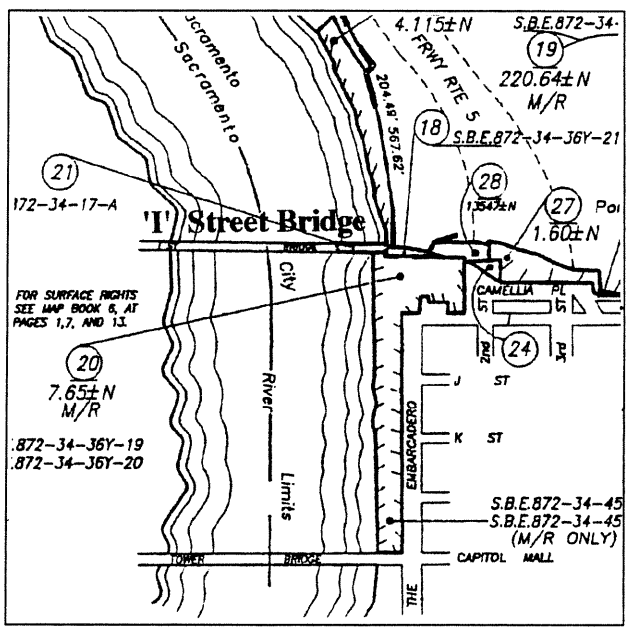
*B12. References: National Register, Caltrans Bridge Survey

B13. Remarks:

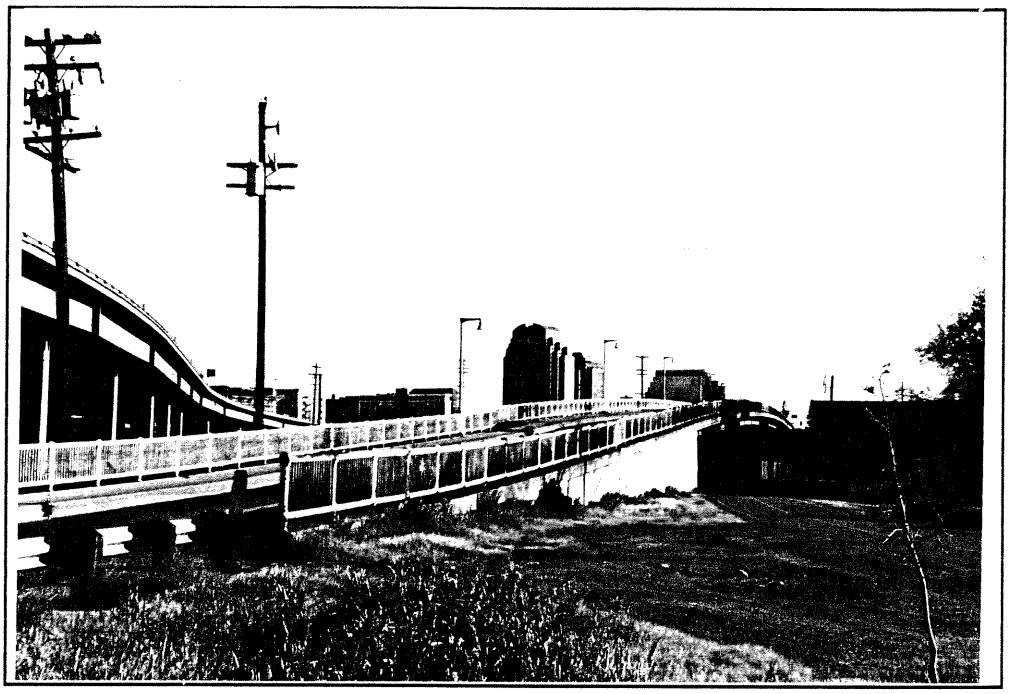
*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

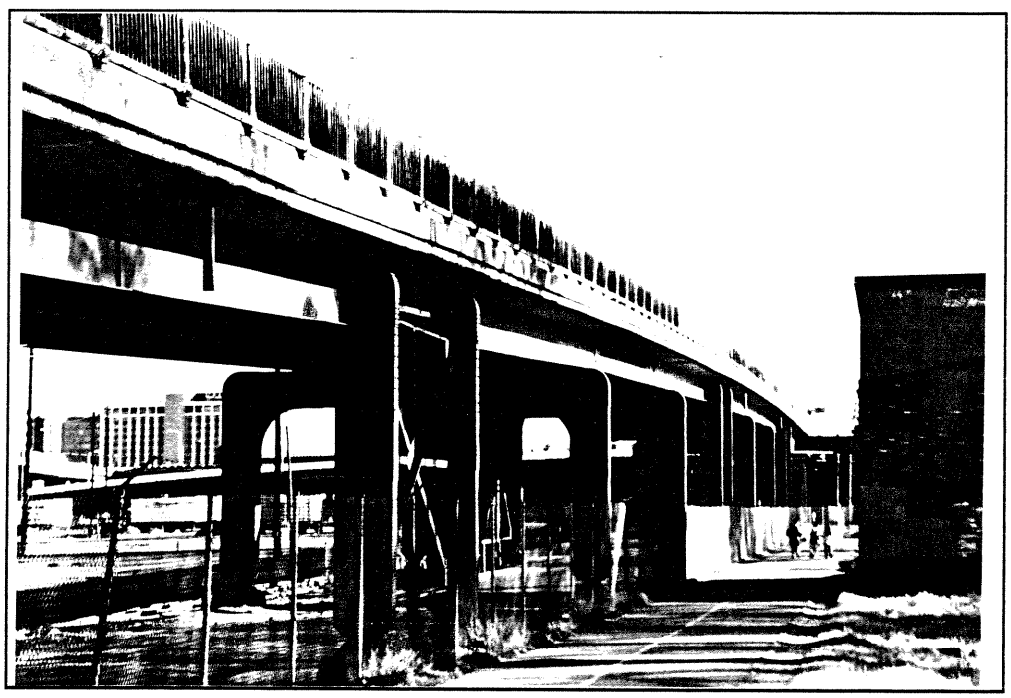
(This space reserved for official comments.)



I Street Bridge



I Street Bridge Viaduct, view to the south.



I Street Bridge Viaduct, view to the south.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 1 *Resource Name: Jibboom Street Bridge
P1. Other Identifier: Truss Bridge Number 24C-22 (Caltrans Bridge Inventory)
*P2. Location: *a. County: Sacramento County
b. Address: Jibboom Street/Sacramento River, at Discovery Park City Sacramento Zip 95811
*c. USGS 7.5' Quad Sacramento West Date 1967
*e. Other Locational Data: UTM Zone 10; E: 630013 N: 4273486. Lat: 38 36 08 N Long: 121 30 25 W

*P3a. Description:

The structure is a combined cantilever and swing bridge, with two traffic lanes, and three spans. The whole cantilever span rotates on the center pier allowing the bridge to swing open. Contructed of steel, with concrete piers, the bridge has a mainspan of 351 feet and two secondary Parker truss spans of 139 feet each. Metal railings flank the traffic lanes. The bridge appears to be in fair to good condition.

*P3b. Resource Attributes: HP 19
*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo:
View to the north

*P6. Date Constructed/Age and Source: ■Historic ☐Prehistoric ☐Both
1931

*P7. Owner and Address:
County of Sacramento
700 H Street
Sacramento, CA 95811

*P8. Recorded by:
Paula Boghosian
Historic Environment Cons.
5420 Home Court,
Carmichael, 95608

*P9.Date Recorded: March 1998
*P10. Survey Type: Intensive

P11. Report Citation*: Caltrans Bridge Survey, Richards Blvd. Special Planning District Survey
*Attachments: ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record
☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *NRHP Status Code 2

*Resource Name: Jibboom Street Bridge

B1. Historic Name: Jibboom Street Bridge

B2. Common Name: Jibboom Street Bridge

B3. Original Use: bridge B4. Present Use: bridge

*B5. Architectural Style: n/a

*B6. Construction History:
The bridge was constructed in 1931, and has received little modification..

*B7. Moved? ■No ☐Yes ☐Unknown Date:_____ Original Location:_____

*B8. Related Features:
Jibboom Street Viaduct (included in I Street Bridge nomination package).

B9a. Architect: Charles W. Deterding, Jr., Sac. Co. Engineer

b. Builder: Duncanson & Harrelsom Contractor: Lord & Bishop, Contractors

*B10. Significance: Theme Transportation Area Richards Blvd. Special Planning District

Period of Significance 1931-1950 Property Type Bridge Applicable Criteria A, C

The bridge has played an important role in the development of the region. Until the I-5 bridge was built in 1968, the Jibboom Street Bridge was Sacramento's important link in the north-south automobile route. Formerly, it continued across the Bannon Slough over a long trestle to the Garden Highway and northward.

The bridge is significant under Criterion A, as a locally important crossing, and Criterion C, as a distinctive example of a type and method of construction. The property has been determined eligible for listing in the National Register of Historic Places. The Jibboom Street Viaduct was included in the I Street Bridge National Register of Historic Places nomination as a contributing property.

B11. Additional Resource Attributes: (List attributes and codes)_____

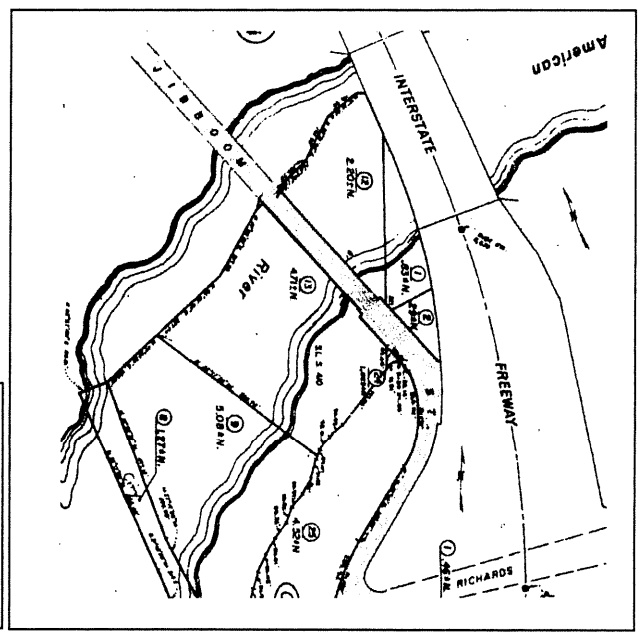
*B12. References:

California State Department of Transportation,
Bridge Inventory, 1985

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998



(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 4S2

Other Listings
Review Code | Reviewer | Date

Page 1 of 2 ***Resource Name or #:** 731 North B Street

P1. Other Identifier: Sacramento City Incinerator

***P2. Location: *a. County** Sacramento ***b. USGS 7.5' Quad** Sacramento East **Date** 1967

c. Address 731 North B Street **City** Sacramento **Zip** 95814

d. Other Locational Data: APN #: 002-0010-006

***P3a. Description:**
The structure consists of a tall, 150 foot, concrete columnar smokestack that projects from a two story block shaped building. The smokestack is without ornament, but the two story building portion displays some minor classical influences in its cornice and frieze molding, incised tile, symmetrical form, and formal image. Its windows are tall and narrow, with metal sash and sills except for the two large openings facing south. The one story addition to the south (front) elevation is sheathed with corrugated metal and fitted with metal sash windows, siding, and standard doors. Its roof, ringed with iron pipe railing, serves as a platform for the second floor. A long ramp with its pipe railing rises from ground level on the south, to the second floor at the rear (north) of the main structure.

The incinerator is an open-basket dehydrating type with dumping apparatus, charging furnace and dumping grate. This site was originally chosen because it contained a large depression into which ashes could be dropped after burning. A city dump once existed alongside the incinerator on the west. The building is damaged, deteriorated, and in generally poor condition.

***P3b. Resource Attributes:** HP9

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5b. Description of Photo: View to North 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1924, Factual

***P7. Owner and Address:**
City of Sacramento
1023 J Street #200
Sacramento, Ca 95814

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 4S2

Page 2 of 2 *Resource Name or #: 731 North B Street

B1. Historic Name: Sacramento City Incinerator

B2. Common Name: City Incinerator

B3. Original Use: Incinerator B4. Present Use: Vacant

*B5. Architectural Style: Minor classical influences

*B6. Construction History:

The building was constructed in 1924. The one story light wood frame structure on the south is not original. Its date of construction appears to have been 1940-1950. Some changes have been made to the ramp, and to the rear (north) elevation. Dates are unknown.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Depression in ground

B9a. Architect: City Engineering Department b. Builder: F.L. De Carie

*B10. Significance: Theme Publics works structure in an industrial area

Area: Richards Blvd. Special Planing District

Period of Significance 1921 to 1948 Property Type Incinerator/Public Works Applicable Criteria C

The Sacramento City Incinerator was constructed in 1924, funded by $216,000 bond measure. It as designed by the City Engineering Department and constructed by the F.L. De Carie Construction Company at a cost of $195,000. On its completion in December, 1924, the facility underwent a battery of tests by city engineers to determine the incinerator's burning efficiency, capacity, and durability. The City Council formally approved the tests on May 14, 1925. The City-owned facility is no longer active, though leased for a time by the Sacramento Area Waste Development Company, a private corporation collecting and processing waste materials. The structure is primarily important for its original function, and displays an unusual and striking image of a now-defunct public works function.

The alterations that have occurred, particularly to the one story portion on the south, have diminished its design integrity, and the facility in general is deteriorated to a degree that obscures its original activities. The structure was evaluated in 1985, in concurrence with the Office of Historic Preservation, as not meeting eligibility criteria for listing in the National Register Of Historic Places. However, if supplemental technology and engineering history were developed, the structure might merit consideration of the City as a Priority Structure. The structure reflects an interesting aspect of Sacramento City History and its public architecture.

B11. Additional Resource Attributes: None

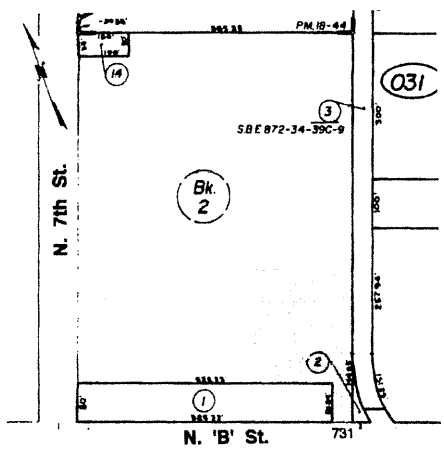
*B12. References: Sacramento Bee: 23 August 1924; 16 October 1924; 15 May 1925, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 3 ***Resource Name or #:** 700 Dos Rios Blvd.

P1. Other Identifier: Dos Rios School

P2. Location: *a. County Sacramento ***b. USGS 7.5' Quad** Sacramento East **Date** 1967

c. Address 700 Dos Rios Boulevard **City** Sacramento **Zip** 95815

d. Other Locational Data: APN #: 001-0082-001

***P3a. Description:**

The one story stucco-surfaced structure reflects Moderne design in its rounded corner entry, ornamental details, and simple treatment of its classroom wings. Two one-story classroom wings extend in different directions at a 90 degree angle from the entry, forming an "L" shape. Horizontal bands of windows and window banks provide lighting to the classrooms, and provide an open, airy quality reflective of architectural design of the that era. The rounded entry building is divided into three horizontal bands by a shallow molding that enframes horizontal groups of multi-paned, metal sash windows. A scalloped trim encircles the structure beneath the projecting eave. Entry stairs are curved to reflect the shape of the building, and lead to the recessed, angled entrance. The curved portion of the building containing the entry is particularly distinctive.

See Continuation Sheet

***P3b. Resource Attributes:** HP15

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5b. Description of Photo: View to Southeast 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both

1942, Factual

***P7. Owner and Address:**
Sacramento City Unified School District
670 Dixieanne Avenue
Sacramento, CA. 95815

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Boulevard Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☒ Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

A number of additional buildings have been added to the site, including a two story classroom building, additional classroom buildings installed inside the angle of the "L" of the original school building, a multi-purpose room and cafeteria, and buildings south and east of the southern wing of the original school. While these added buildings detract from the Moderne image of the original "L"-shaped school building, they are not attached.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S

Page 3 of 3 *Resource Name or #: 700 Dos Rios Blvd.

B1. Historic Name: Dos Rios School B2. Common Name: Dos Rios School

B3. Original Use: Elementary School B4. Present Use: Elementary School

*B5. Architectural Style: Moderne

*B6. Construction History:
The buildings were constructed in 1942. A short canopy has been added to the south end of the building. The date of this small addition is unknown.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Several other buildings, in addition to the original five classrooms, have been added to the school site; five additional rooms were added in 1948, a multi-purpose hall and cafeteria were constructed in 1952, a portable building was added in 1968, a portable preschool building in 1971, and a locker room converted to a classroom in 1987.

B9a. Architect: George Sellon, first State Architect b. Builder: Unknown

*B10. Significance: Theme Elementary School in largely industrial context

Area: Richards Boulevard Special Planning District

Period of Significance 1921 to 1948 Property Type School Applicable Criteria C

The school was designed by George Sellon, a leading Sacramento architect of the era, and California's first State Architect. The original school building's fine Moderne design and proportions lend style and importance to the building.

George Sellon was an important figure in the field of architecture in Sacramento and the State, from just after the 1906 fire and earthquake in San Francisco, into the 1940s, designing some of the city's best known buildings. The California State Life Building, better known today as the 926 J Street building, was his design and the site of his architectural office.

The original school reflects a skillful execution of Moderne or Art Deco design of the era, utilized sensitively in a public school context. Although the building is flanked by later auxiliary buildings lacking design distinction, the original form remains intact and essentially separate from the auxiliary structures.

As a good example of its style and type of building and its design by the hand of a master architect who was a notable statewide figure in his profession as well as important regional designer, the original school building on this property, excluding the auxiliary structures, is potentially eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register as a Priority Structure.

B11. Additional Resource Attributes: None

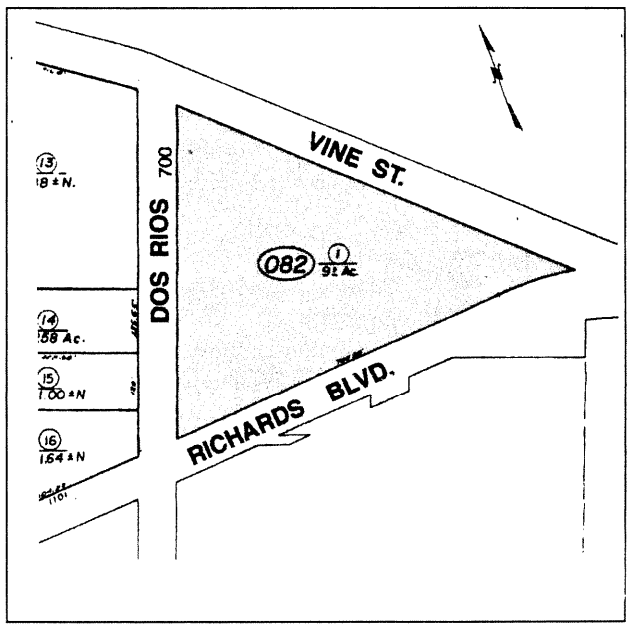
*B12. References: Sacramento City Unified School District records, staff, Richards Boulevard Area Architectural and Historical Survey

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code | Reviewer | Date

Page 1 of 4 *Resource Name or #: : P.G.& E. Power Plant, Jibboom Street

P1. Other Identifier Sacramento River Station "B"

*P2. Location: *a. County Sacramento *b. USGS 7.5' Quad Sacramento East Date 1967

c. Address Jibboom Street City Sacramento Zip 95814

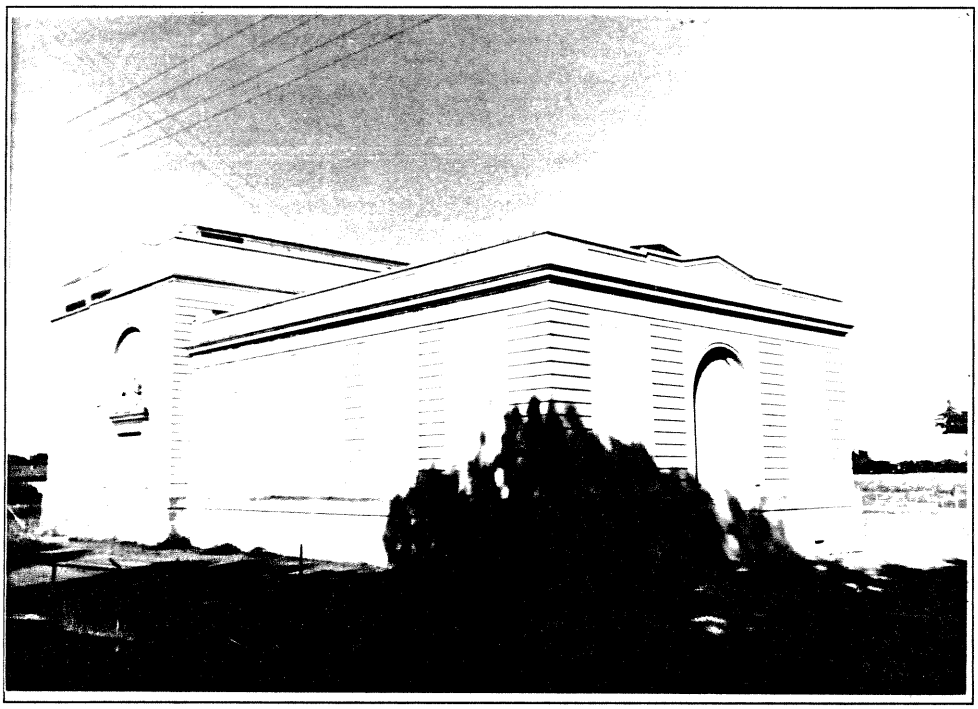
d. Other Locational Data: APN #: 001-0190-004/001-0190-012

*P3a. Description:

The P.G.&E Power Plant stands between I-5 and the Sacramento River about one fourth of a mile north of downtown Sacramento. Reflecting Classical Revival and Beaux Arts design influences, the large two and three story utility structure was designed by the notable Bay Area architect Willis Polk, and completed in 1912 for the Pacific Gas and Electric Company. It served as an auxiliary steam station and sectionalizing point for high tension switching. Built of reinforced concrete on a steel frame, the building is comprised of two large rectangular blocks that form an "L" shape. The larger, taller block on the north originally contained the large turbine generators while the shorter, longer wing extending to the south contained steam boilers and the tall projecting stacks (since removed). The structure is horizontally scored at corners and in panels to resemble courses of stone, above a solid base. Tall arched openings on east and west elevations contain multi-paned windows (currently boarded), and the west facing arch contains a massive classical door frame surmounted with an ornate cartouche. The north and south facades contain tall blind arches. The encircling roof parapet contains a shallow pediment form above each large arch.

*P3b. Resource Attributes: HP9

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other



P5b. Description of Photo: View to Northeast 10/97

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both 1912, Factual

*P7. Owner and Address: State of California, Dept. of General Services Sacramento, California

*P8. Recorded by: Paula Boghosian, HEC 5420 Home CT. Carmichael

*P9. Date Recorded: March 1998

*P10. Survey Type: Intensive

*P11. Report Citation: Sacramento Survey III, Richards Blvd. Special Planning District Survey

*Attachments: ☐NONE ☐Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S

Page 2 of 4 *Resource Name or # P.G.& E. Power Plant, Jibboom Street

B1. Historic Name: Sacramento River Station "B"

B2. Common Name: P.G.&E. Power Plant

B3. Original Use: Steam Power Plant B4. Present Use: Vacant

*B5. Architectural Style: Classical Revival, Beaux Arts influences

*B6. Construction History:

The building was constructed in 1912. Removal of all machinery, including turbines, boilers, piping, etc., damage to intake pipe and portions of building affected by removal.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Ruined pier, pilings in river formerly supporting intake elements

B9a. Architect: Willis Polk b. Builder: Unknown

*B10. Significance: Theme Power plant production sited to use natural resources

Area Richards Blvd. Special Planning District

Period of Significance 1912 to 1948 Property Type Steam Power Plant Applicable Criteria A, C

Sacramento River Station "B" is important both as the largest auxiliary steam plant in California north of San Francisco during its period of operation, and as a sophisticated and rare Sacramento representative of the utility design work of a notable California architect of the early twentieth century. It was constructed in 1912 in response to an increasing demand for electrical energy resulting from the rapid growth of the city during the early 20th century.

The plant drew water from the Sacramento River to generate the steam power it utilized as an auxiliary steam facility and converted it to electricity. In 1924 an additional turbine generator was installed, making the plant the largest electric steam station north of San Francisco.

The architectural design of the structure was developed by Willis Polk, a San Francisco architect whose wide body of work included the specialty aspects of utility design for major utility providers of the era. Polk's work has been noted widely as a significant element in the development of Bay Area and northern California architecture in the early twentieth century. Based on these qualifications, the Sacramento River Station "B" is potentially eligible for listing in the National Register of Historic Places, the California Register of Historic Resources, and the Sacramento Register as a Priority structure.

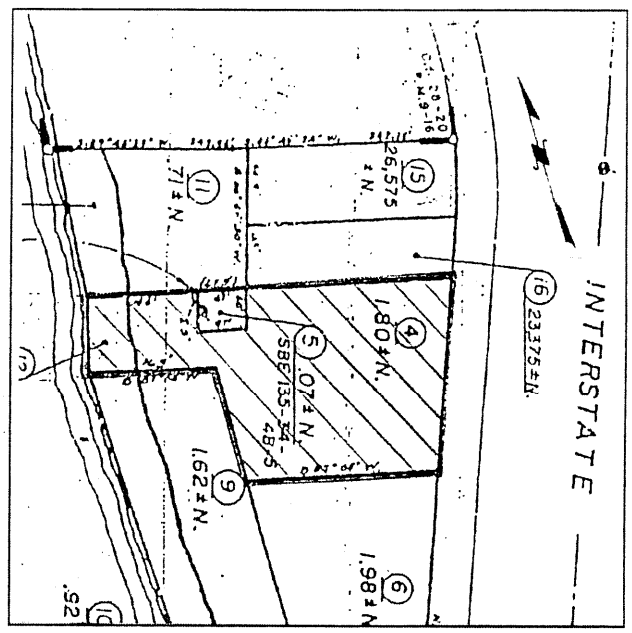
B11. Additional Resource Attributes: None

*B12. References: *See Continuation Sheet*

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998



(This space reserved for official comments.)

California Architect and Engineer:

Volume XXIV No. 3, April 1911
Volume XXXIII No. 3, July 1913
Volume XLII No. 1, November 1915
Volume XLV No. 3, June 1916
Volume LIII No. 2, May 1918
Volume LXXXVIII No. 2, June 1917

Coleman, Charles M. P.G.& E. in California. The Centennial Story of Pacific Gas & Electric company, 1852-1952

Electrical World, May 29, 1915. Volume 65. No. 22

Guibault, Carol. Historic Resources Inventory Form, River Station. Department of General Services, State of California; Sacramento, 1982.

Journal of Electricity, Power & Gas:
September 28, 1912. Volume 29. No. 13; San Francisco.

McGowan, Joseph. History of the Sacramento Valley, Lewis Historical Publishing Co., 1961.

Pacific Gas & Electric Company.
Historical and Descriptive, Volume 1, Central California
Reprints from Journal of Electricity , Power and Gas; no date of publication

Pacific Gas & Electric Magazine
Volume 3. No 9 February, 1912
Volume 4. No 3 August, 1912
Volume 4. No 4 September, 1912
Volume 4. No 5 October, 1912
Volume 5. No 3 August, 1913

Pacific Service Magazine
Volume V No. 3 August 1913

Sacramento Bee
July 27, 1912

Sacramento Union
January 21, 1912
June 27, 1912

Willis, William L. History of Sacramento County, California. Los Angeles, Historic Record Co. 1913

Withey, Henry and Elsie, Biographical Dictionary of American Architects (deceased) Los Angles, New Age Publishing Co. 1956.

Pacific Gas & Electric Company Corporate Library:
Photography Section, San Francisco

Photography Collection:
California Room, State Library Sacramento

See Continuation Sheet

Sacramento Archives and Museum Collection Center, Collection

Interviews:

Paul Brady, Retired employee
Sherry Cook, Corporate Library
Lyle Favor, Pacific Gas & Electric Company employee
Walter Gray, California State Railroad Museum Director
James Henley, Sacramento History and Science Center Director
Amy Rose, Pacific Gas & Electric Company employee
Leo Scott, retired, Land Division, Pacific Gas & Electric Company
Robert Steiinkronard, retired employee
Marshall Wilson, retired employee

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5
Other Listings
Review Code Reviewer Date

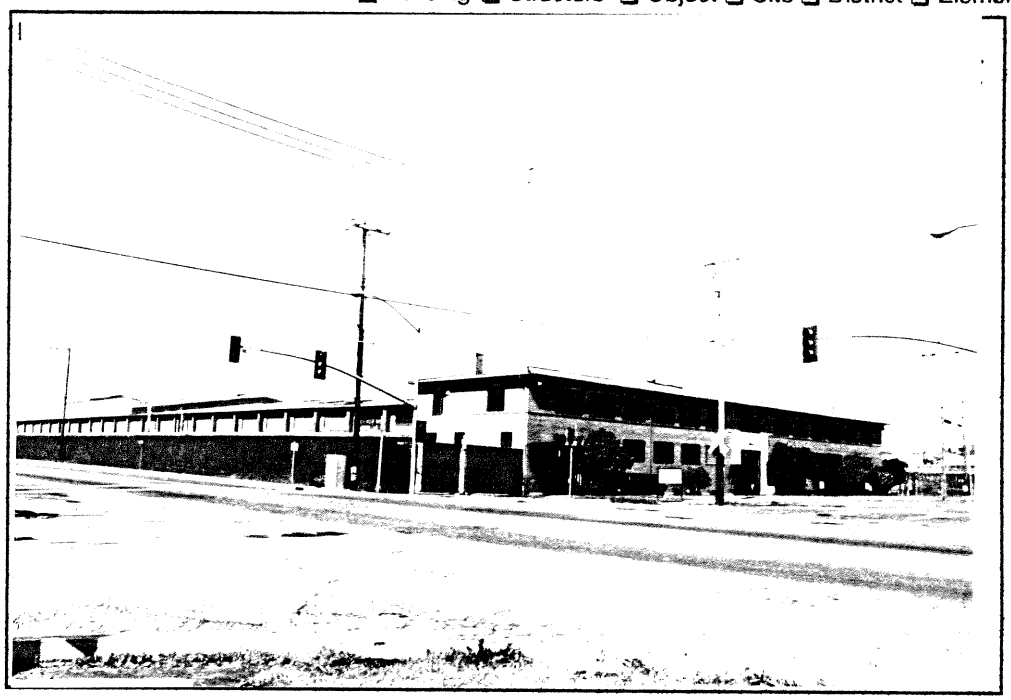
Page 1 of 2 Resource Name or #: 424 North 7th Street
P1. Other Identifier: Bercut-Richards Cannery/Lodi Mission Partners
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address: 424 North 7th Street City Sacramento Zip 95814
*e. Other Locational Data: APN#: 001-0020-045

*P3a. Description:

The complex of structures comprises the former Bercut-Richards Cannery and includes several cannery service buildings and the principal office structure. The office building stands on the corner of North 7th Street and Richards Boulevard, to which the cannery gave its name. This structure is an attractive rectangular two story brick building with a shallow hip roof. Glass block is inset into the brick building surface and windows are metal sash. The entry is framed with marble trim, and the interior lobby contains Art Deco styled elements such as a graceful aluminum balustrade, patterned terrazzo floor, and streamline surface ornament. The office building abuts a long, shallow-gabled service building, that extends to the west, constructed of hollow clay tile and containing refrigeration machinery.

A variety of large shed-like structures of varying sizes, detail, and function cover most of the property's land surface. These buildings have been added over time, and experienced a number of modifications. They are primarily wood frame structures, with monitors, clerestories or skylights set into wood truss-supported roofs, providing natural light. One of the principal older buildings has a two-story central section that overlooks flanking shed-roofed side sctions. The only original 1931 portion of the cannery remaining is the "sawtooth" shaped can loft on the western periphery of the plant. This loft still contains original machinery used to circulate a constant stream of cans through the canning process. The loft and its immediate surrounding supportive structure, and the office building appear to be the most distinctive remnants of the cannery complex.

*P3b. Resource Attributes: HP8
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)



P5b. Description of Photo: View of Office to northwest
*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
original facility 1928, can loft 1931, office building 1944-45, later buildings after 1950

*P7. Owner and Address:
.Lodi Mission Partners
11292 N. Alpine Rd.
Stockton, Ca 95212

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type:
Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Special Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ■ Continuation Sheet ■ Building, Structure, and Object Record
❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record
❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency | Primary #
DEPARTMENT OF PARKS AND RECREATION | HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 | *NRHP Status Code 5S

*Resource Address: 424 North 7th Street
B1. Historic Name: Bercut-Richards Cannery
B2. Common Name: Bercut-Richards Cannery/Lodi Mission Partners
B3. Original Use: cannery | B4. Present Use: vacant
*B5. Architectural Style: Moderne influences in office building, industrial design in cannery complex
*B6. Construction History: preliminary facility, 1928, Bercut-Richards 1931, 1944-45, -1960s

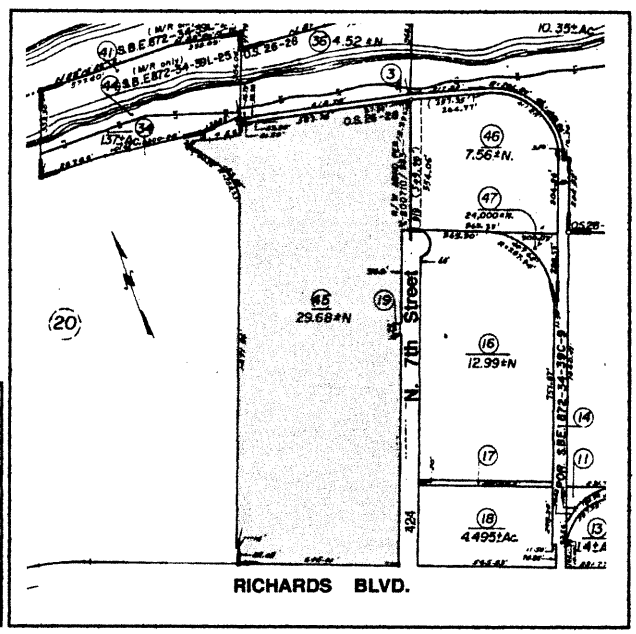
*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: ____ Original Location:
*B8. Related Features: associated cannery structures
B9a. Architect: Unknown | b. Builder: Unknown
*B10. Significance: Theme food processing/cannery | Area -
Period of Significance - | Property Type - | Applicable Criteria -

During the 1930s, this cannery was leased by California Cooperative Producers in an unsuccessful bid to enter the canning business. Their lack of success prompted Tom Richards, Sr. To offer his partnership in management to owners Peter and Henry Bercut in 1931, and the Bercut-Richards Cannery began its long and successful business. The office and main plant building were built approximately 1944-1945.

The Cannery was once the largest producer of tomato products in the Sacramento area. It produced under its own "Sacramento" brand as well as for other major canneries. The Cannery was a major employer in Sacramento during the height of its activity, and employed a wide variety of ethnic workers for whom this job was often their first. As such, the Cannery provided a certain sense of community for its employees while they were becoming acculturated. Assimilated by the Borden Company by the 1960s, the Cannery later became Sacramento Foods, Inc. a Buzz Oates enterprise.

The Cannery is significant for the key role it played in the development of the canning industry in Sacramento and with Sacramento's identification with the tomato industry in Californa. It was a major employer in the area and contributed strongly to the economic growth of Sacramento and to transportation industries such as the Southern Pacific Railroad Co. and trucking enterprises.

While most of the remaining plant buildings have been altered or are less than 50 years old, the office building has experienced the least modification. The main plant building has experienced a somewhat greater degree of alteration. The original can loft has been encased in later construction but retains its distinctive roof form and internal machinery, and expresses its unique function within the cannery context. The property appears eligible for inclusion in the Sacramento Register as a Priority property.



B11. Additional Resource Attributes: None
*B12. References: Interview, Tom Richards, Jr., *Sacramento Bee;* 9/1/33 p.1; 2/15/35 p.11; 6/19/35 p.10; 12/5/36 p.1; 2/18/37 p.1
Sanborn Insurance Maps
B13. Remarks:
*B14. Evaluator: Paula Boghosian, HEC
*Date of Evaluation: March 1998

(This space reserved for official comments.)

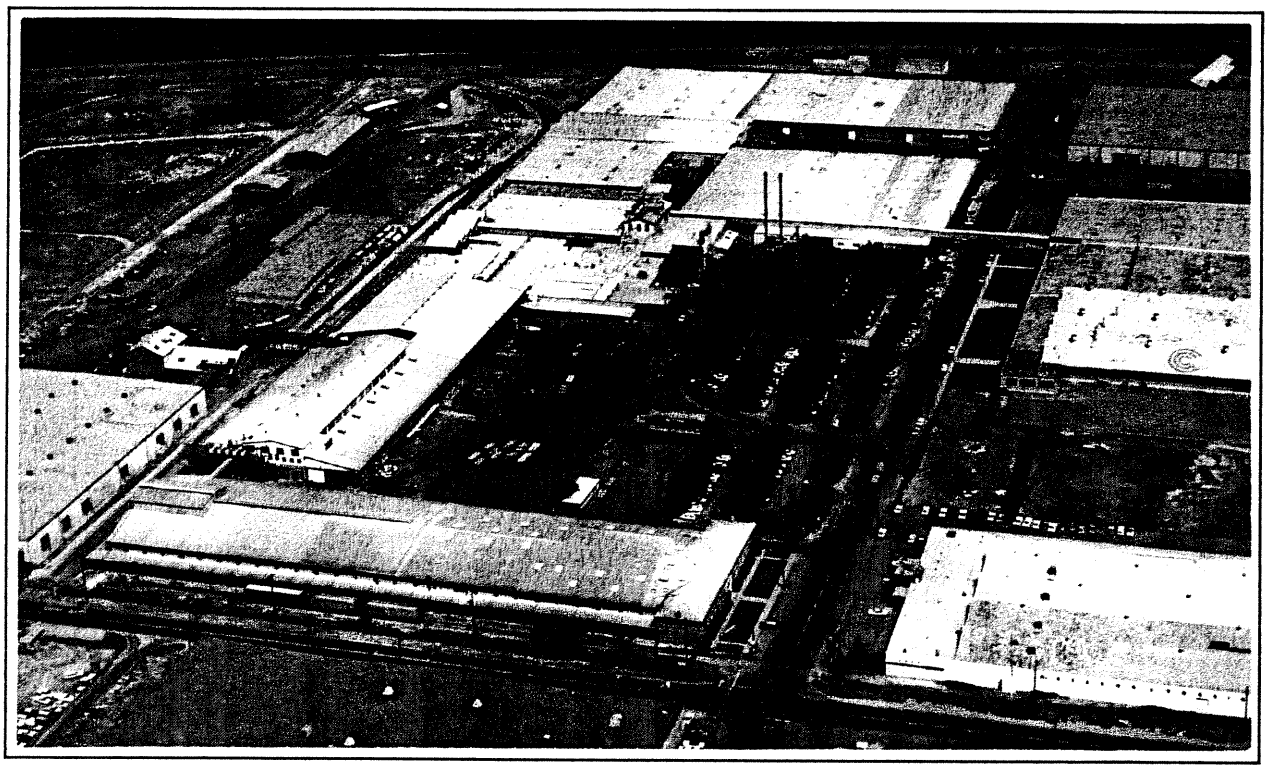
*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #_____
HRI#_____

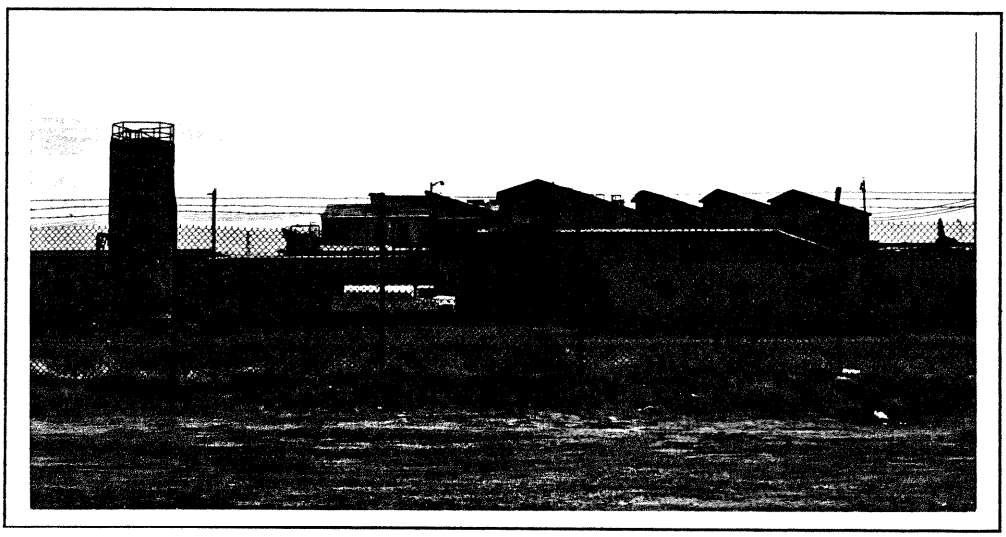
BUILDING, STRUCTURE, AND OBJECT RECORD

Continuation Sheet, p. 2 of 2

424 N. 7th Street



Aerial view of Bercut-Richards Cannery, view to the north.



Can Loft - Original part of plant. View to the east.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code | Reviewer | Date

Page 1 of 2 *Resource Name or #: 311 North 12th Street

P1. Other Identifier: Acme Cabinet Shop

*P2. Location: *a. County Sacramento *b. USGS 7.5' Quad Sacramento East Date 1967

c. Address 311 North 12th Street City Sacramento Zip 95814

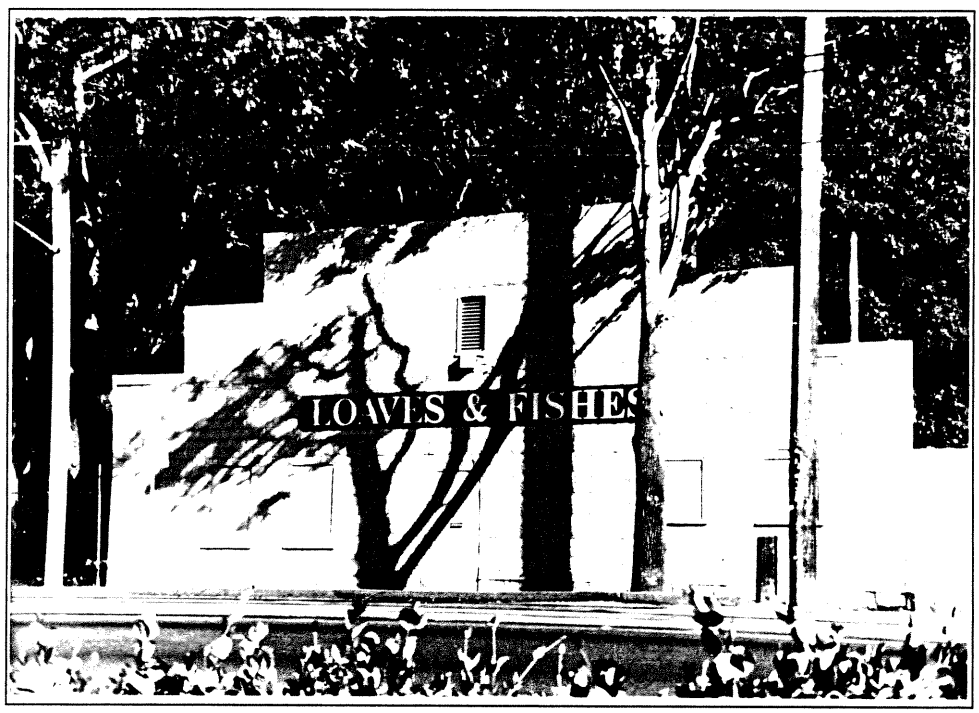
d. Other Locational Data: APN #:001-0130-022

*P3a. Description:

The one and a half story, wood frame structure is comprised of a gabled, metal-sheathed building, and a facade surfaced with textured metal sheeting. The pressed metal surface of the facade had been fabricated to give it the appearance of rusticated stone or concrete blocks. The facade contains a stepped parapet with a tall central section and a centered louvered vent opening. The lower portion of the facade contains four windows and a centered door. The front of the building is angled to parallel North 12th Street, which runs at a northeast/southwest angle to the standard grid. The openings in the facade have been covered. The wood frame building behind the facade contains multi-paned industrial sash windows.

P3b. Resource Attributes: HP8

*P4. Resources Present: ☒Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other



P5b. Description of Photo: View to East 10/97

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1922, Factual

*P7. Owner and Address:
Loaves and Fishes c/o
D. Smith Real Estate
1919 21st Street, #204
Sacramento, CA 95814

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Ct. Carmichael

*P9. Date Recorded: March 1998

*P10. Survey Type: Intensive

*P11. Report Citation: Sacramento Survey III, Richards Blvd. Special Planning District Survey

*Attachments: ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S

Page 2 of 2 *Resource Name or # 311 North 12th Street

B1. Historic Name: Acme Cabinet Shop B2. Common Name: Machold Mill

B3. Original Use: Cabinet shop B4. Present Use: Auxiliary building/storage: Loaves & Fishes

*B5. Architectural Style: Vernacular, commercial

*B6. Construction History:

This building was constructed in 1922. The openings in the facade have been covered. There may be some alterations to the rear portion of the building that are not visible from the street.

*B7. Moved? ☒ No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Small park behind a solid curved wall along North 16th Street, connecting it to Mary house on the corner of North C Street.

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Small industrial building in an industrial area

Area Richards Blvd. Special Planing District

Period of Significance 1921 to 1948 Property Type Industrial Applicable Criteria C

The structure apparently was constructed in 1922 for the Machold Brothers. Formerly a planing mill, the building served wood working and cabinetry functions, such as the Acme Cabinet Shop, for many years until its present ownership by Loaves and Fishes. The rusticated stone imitation of the building's facade is an interesting and now unusual example of a surface treatment once typical of commercial or industrial buildings of the 1920s era. The shape and texture of the facade create an image, once commonplace, that is now almost absent in Sacramento. The building is a rare and representative remnant of its type and has essentially retained its original image. As such, it appears to be potentially eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register as a Priority structure.

B11. Additional Resource Attributes: None

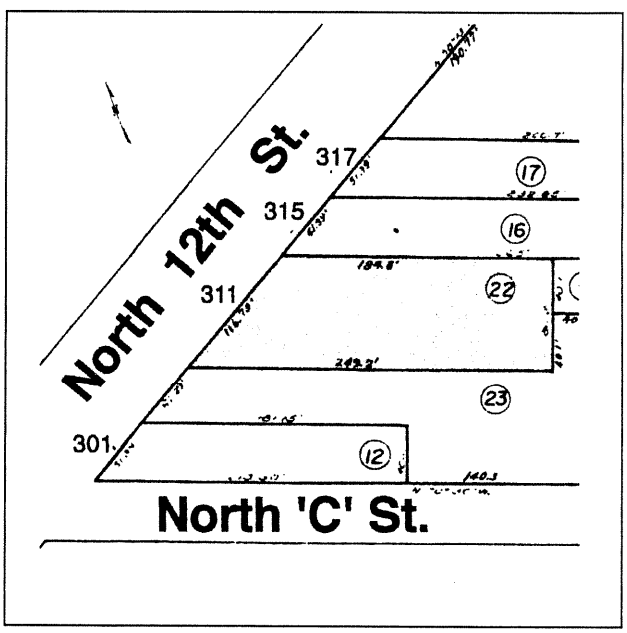
*B12. References: Sacramento City Directories, 1923-1982, Emil Ister, owner of Acme Cabinet, Assessor's Records

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5
Other Listings
Review Code Reviewer Date

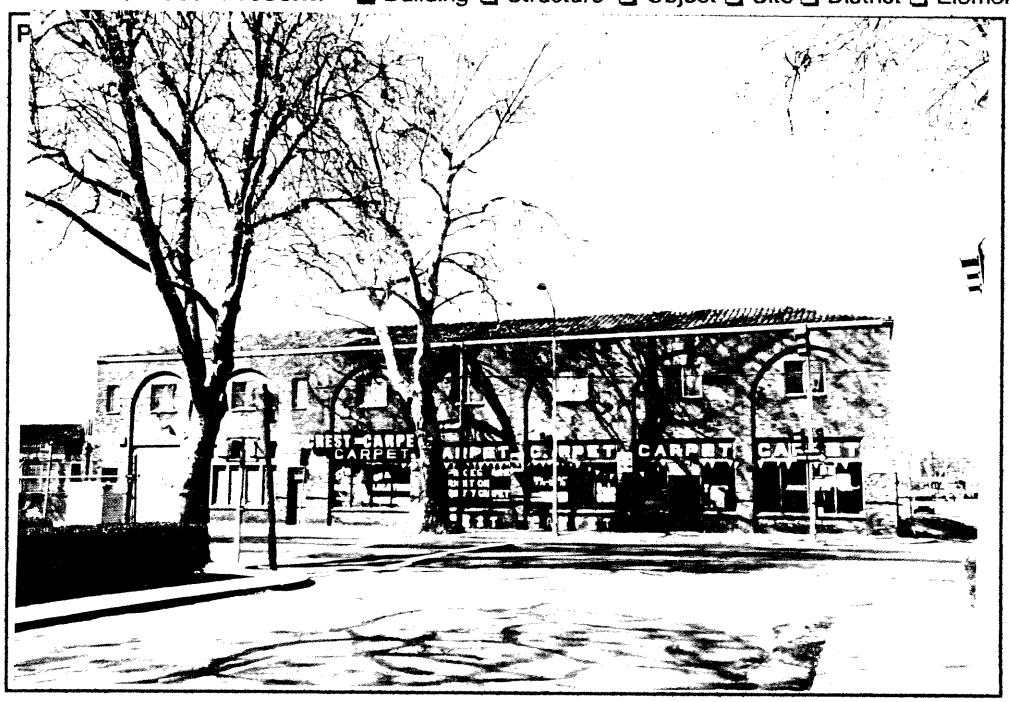
Page 1 of 2 Resource Name or #: 470 N. 16th Street
P1. Other Identifier: Mack Truck International Corp., Crest Carpet Co.
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address: 470 N. 16th Street City Sacraemento Zip 95814
*e. Other Locational Data: APN#: 001-0141-024

*P3a. Description:

The facade elevation of the two story brick structure contains a tiled hip roof and a series of blind arch bays in a rectangular building segment that parallels North 16th Street. The bays contain show windows on the first floor, and each has an aluminum sash casement window centered in an arch on the second floor. The form, brick and tile materials and arches relate the design of the building to Mediterranean Revival design.

Three parallel gabled monitors extend from the rear of the facade elevation to the rear (west). A main entry occurs on the north end of the building, and second floor access on the south. A large truck door lies near the south end. The north elevation, also brick, is divided into bays by pilasters and contains large sections of metal-sashed windows alternating with large service doors. The rear is sheltered by a canopy above large truck doors.

*P3b. Resource Attributes: HP39; two story commercial
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)



P5b. Description of Photo: View to the west 10/97

*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
1929, factual

*P7. Owner and Address:
E.D. Properties
500 N. 16th Street
Sacramento, CA 95814

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type:
Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Specail Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record ❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record ❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1
*NRHP Status Code 5S
*Resource Address: 470 N. 16th Street
B1. Historic Name: Mack Truck International Corp.
B2. Common Name: Crest Carpet Co.
B3. Original Use: Retail Truck Sales & Service
B4. Present Use: Retail Carpet
*B5. Architectural Style: Mediterranean Revival influences
*B6. Construction History

The building was constructed in 1929. Show window divisions and openings have been modified and sash replaced. Second floor windows have been modified. The roll-up door on the facade is not original. Signage distracts from the building.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: Original Location:
*B8. Related Features: Free standing hip roofed structure to the southwest.
B9a. Architect: Unknown
b. Builder: Unknown
*B10. Significance: Theme Commercial/Industrial
Area Richards Blvd. Special Planning District
Period of Significance 1929-1948 Property Type Commercial Applicable Criteria C

The building served for nearly fifty years as the local headquarters for two major commercial vehicle enterprises. From 1929, when the building was constructed, until 1934, this building was the local home of the Mack International Trucking Corporation, a nationwide truck manufacturer. In 1934, the F.B. Hart Trucking Co., a locally owned business, took over the building and used it as its headquarters for the next 23 years. While there, the F.B. Hart Company grew into a successful dealership specializing in large diesel trucks for commercial purposes. The Harts were important in private as well as business activities. Mrs. Hart was a world class polo player, and the winner of numerous trophies. Her horse breeding activities in the north Sacramento region continued a tradition in this area begun by James Ben Ali Haggin and Lloyd Tevis in the 19th Century.

In 1957, F.B. Hart left the building and it remained vacant until 1959. In that year the Safety Switchbaord Company, an electrical equipment supplier took over the building and occupied it until 1965. The building is now the home of Crest Carpet, a retail carpet dealership.

The building carries the stylistic image established for industrial related buildings of this area, with Mediterranean Revival bric, tile and arch theses. Though altered, it is an attractive structure for its use, and sited in a prominent location. Historic ownership associations are of some note. The building is eligible for listing in the Sacramento Register.

B11. Additional Resource Attributes: None

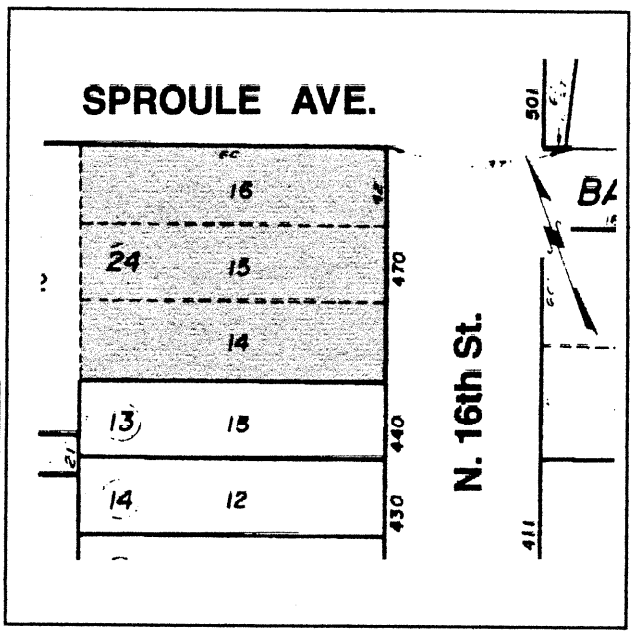
*B12. References:
Sacramento City Directories, Assessor's Records, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



DPR 523B-Test (8/94)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5
Other Listings
Review Code Reviewer Date

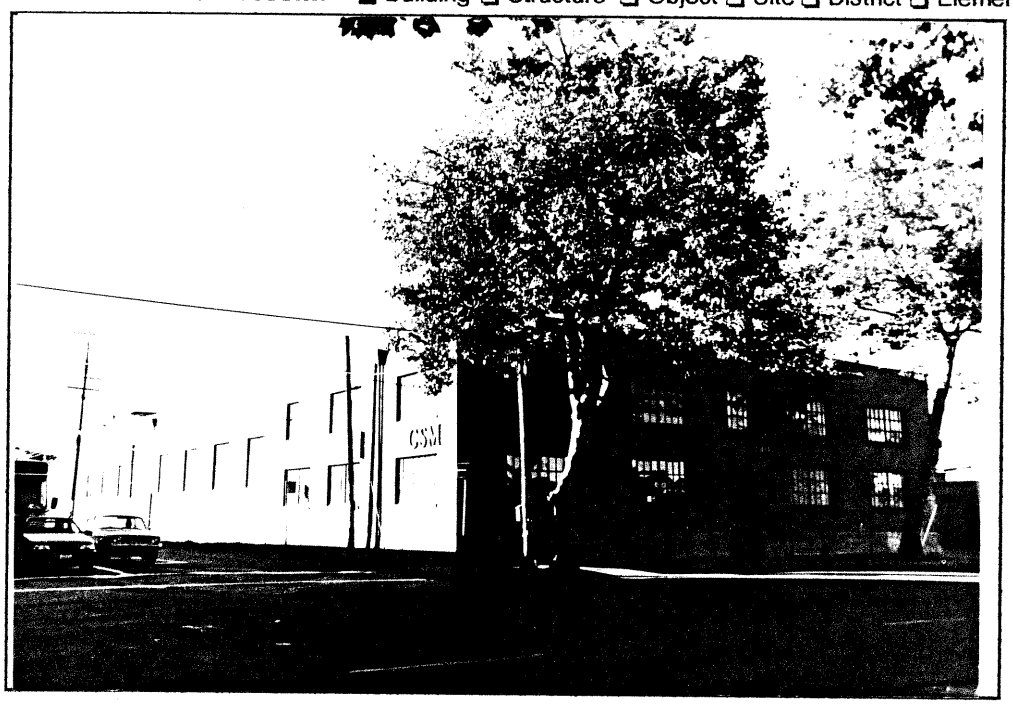
Page 1 of 2 Resource Name or #: 500 N. 16th Street
P1. Other Identifier: Western Machinery Company
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address: 500 N. 16Th Street City Sacraemento Zip 95814
*e. Other Locational Data: APN#: 001-0130-009

*P3a. Description:

The two story brick building is rectangular in form and its base is concrete. The eastern section of the building is divided into two different floors, while the rear or western end is an undivided one-story space. Windows are multi-paned industrial sash type, on both floors and the rear, and the principal entry is centered on North 16th Street.

Constructed in 1935 the building reflects the form and image of the emerging *International Style* that originated in Europe. The style received much of its early inspiration from factory buildings and other industrial structures, and certainly fits its role in this Sacramento Building.

*P3b. Resource Attributes: HP8
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)



P5b. Description of Photo: View to Northwest 10/97

*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
1935, factual

*P7. Owner and Address:
Capitol Sheet Metal
500 N. 16th Street
Sacramento, CA 95814

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type:
Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Specail Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record ❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record ❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency | Primary
#_____
DEPARTMENT OF PARKS AND RECREATION | HRI#_____
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 | *NRHP Status Code 5S
*Resource Address: 500 N. 16th Street
B1. Historic Name: Western Machinery Co.
B2. Common Name: Capitol Sheet Metal (CMS)
B3. Original Use: Industrial | B4. Present Use: Industrial
*B5. Architectural Style: Utilitarian and Vernacular, very limited Moderne influences
*B6. Construction History

The estimated construction date is 1935. The building was remodeled in 1969 when Capitol Sheet Metal moved into the building.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date:_____ Original Location:
*B8. Related Features: None

B9a. Architect: Unknown | b. Builder: Uknown
*B10. Significance: Theme Commercial/Industrial
Area Richards Blvd. Spcial Planning District
Period of Significance 1921-1948 Property Type Industrial/Office Applicable Criteria C

Built in the mid 1930s for the Western Machinery Co., J.H. How, manager. It remained in use by that business for many years, and now is occupied by the Capitol Sheet Metal Company. A sign above the door notes "Warehouse of Haslett Warehouse Co." The structure contributes to the brick industrial building tradition of the area, and appears eligible for listing in the Sacramento Register as a Priority Structure.

B11. Additional Resource Attributes: None

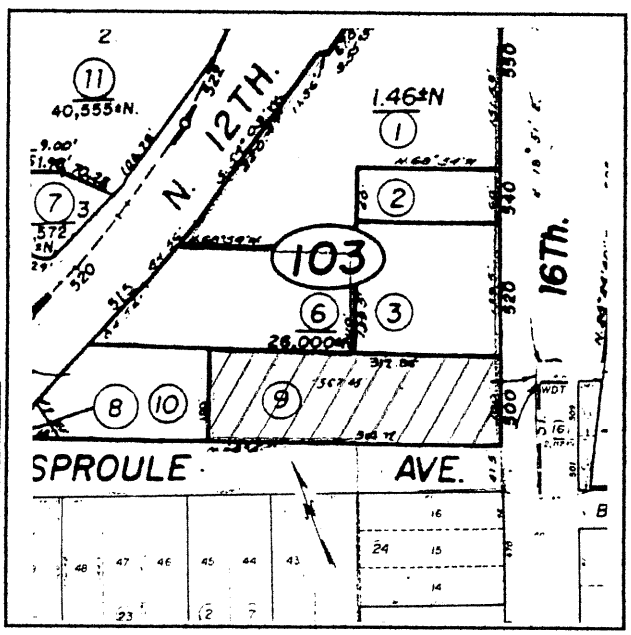
*B12. References:
Sacramento City Directories, Assessor's Records, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



DPR 523B-Test (8/94)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5
Other Listings
Review Code Reviewer Date

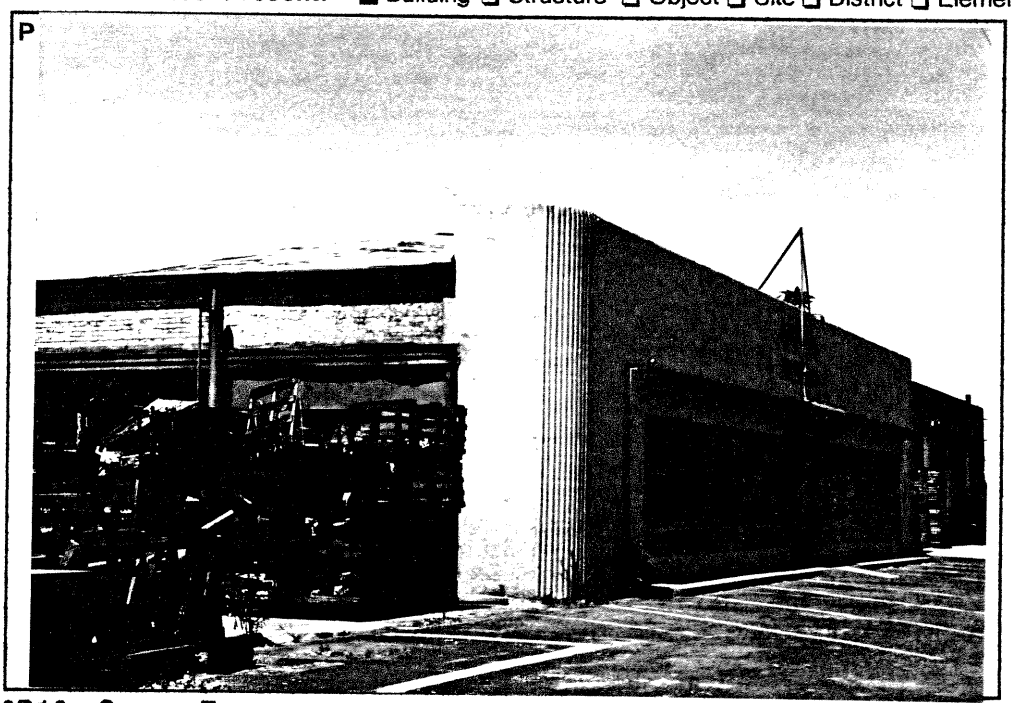
Page 1 of 2 Resource Name or #: 550 N. 16th Street
P1. Other Identifier: International Harvester Company Sales and Service.
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address: 550 N. 16th Street City Sacraemento Zip 95814
*e. Other Locational Data: APN#: 001-0103-001

*P3a. Description:

The property contains two disparate but attached one story structures listed at one address. The facade of the building on the south is a Moderne influenced design, while that on the north is a utilitarian industrial building. They both appear to be brick, with the facade of the Moderne building surfaced with concrete plaster to create a smooth surface. The corners of the Moderne building are rounded and vertically scored. A very shallow horizontal strip projects above the show window areas, and the entry is recessed between rounded corners and beneath a canopy that curves up to wrap around the strip above the windows.

The brick warehouse portion adjacent on the north is one story and contains a bank of industrial sash windows on the northern elevation. The form of the building is configured to utilize the triangular shape of its lot. The N. 12th Street elevation contains large truck door openings as well as banks of metal-sash industrial type windows, located in a stepped-back section of the building.

*P3b. Resource Attributes: HP8
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)



P5b. Description of Photo: View to the north 10/97

*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
1939

*P7. Owner and Address:
Wood Family 1990
Revocable Trust
2901 Morse Avenue
Sacramento, CA 95821

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type:
Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Special Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record ❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record ❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency | Primary #

DEPARTMENT OF PARKS AND RECREATION | HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5S

*Resource Address: 550 N. 16th Street

B1. Historic Name: International Harvester Co. Sales & Service

B2. Common Name: Wood Brothers.

B3. Original Use: Agricultural Implement Sales & Service B4. Present Use: Sales & Salvage warehouse

*B5. Architectural Style: Mediterranean Revival influences

*B6. Construction History

The building was constructed in 1939.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location:

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Uknown

*B10. Significance: Theme Sales and industrial building in industrial area

Area Richards Blvd. Special Planning District

Period of Significance 1939-1948 Property Type Commercial/Industrial Applicable Criteria C

The building was built in 1939 and occupied by the International Harvester Company by 1940. This sales and service business remained at that location until 1965. It was then vacant until 1968, when it was occupied by Wood Bros. Salvage who still own and occupy the building.

The original footprint of the building, as noted in Sanborn Insurance Co. Information, was that of two adjacent rectangles, slightly offset. This probably incates that they were originally two separate buildings combined. The southernmost portion of the combined building was apparently remodeled to its current Moderne appearance, while the industrial section remained as built. The Moderne design of the composite building is an attractive and rather uncommon example of its style and type. The adjacent brick building with its large metal sash industrial windows contributes to the image of the area and its mixture of building types and ages. The property appears eligible for listing in the Sacramento Register as a Priority structure.

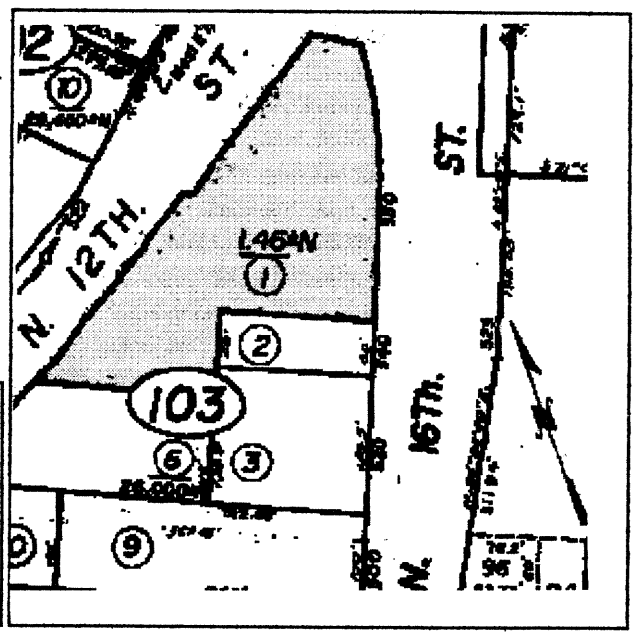
B11. Additional Resource Attributes: None

*B12. References:
Sacramento City Directories, Assessor's Records, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998



(This space reserved for official comments.)

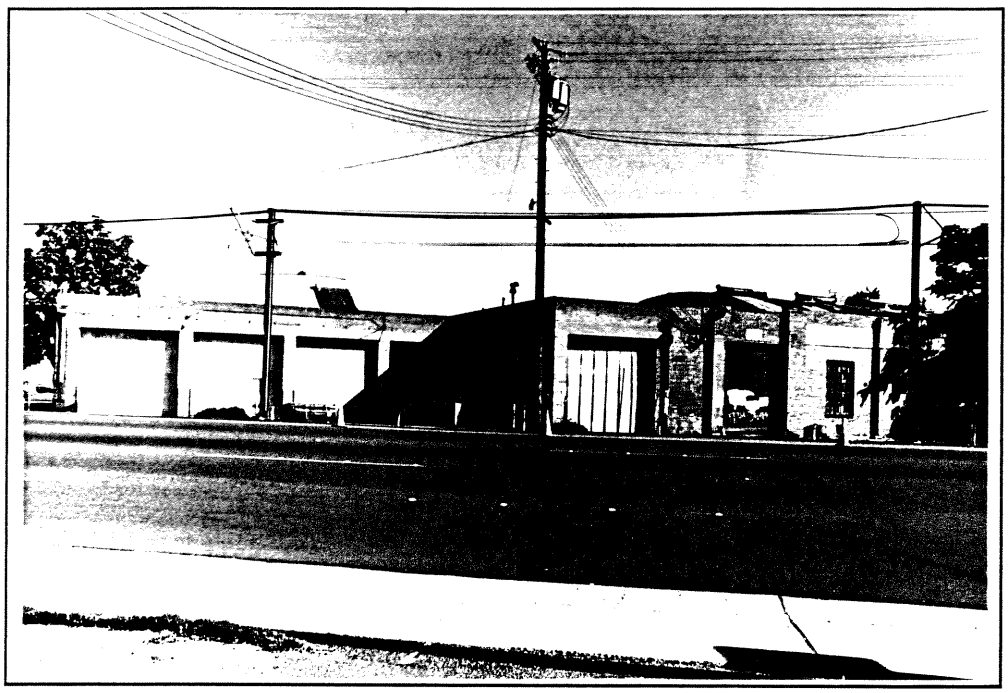
*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Continuation Sheet, p. 2 of 2

Wood Brothers, 570 N. 16th Street



Rear elevation, view to the east.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5
Other Listings
Review Code Reviewer Date

Page 1 of 2 Resource Name or #: 1341 North C Street
P1. Other Identifier: Fire Station # 14
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address: 1341 North C Street City Sacraemento Zip 95814
*e. Other Locational Data: APN#: 001-0130-007

*P3a. Description:

Fire Station #14, located on North C Street, was constructed of brick in 1948. It was designed by Clarence C. Cuff, a well-known, long established Sacramento Architect. Cuff designed the now demolished Merrium Apartments in downtown Sacramento. In the Fire House, Cuff employs simplified elements of the Moderne Style prominent during the 1930s and 1940s. Shallow projecting bands of brick wrap around the building horizontally at the cornice, above and below second floor windows, around the truck doors of the first floor, and above the first floor windows, the structure's only ornamentation and its principal Moderne design element. There are two large truck doors, a multi-paned metal sash window, and a standard door on the first floor of the south elevation. Another standard door and windows are tied into the overall composition with the encircling projecting brick belt course at header height. The second floor contains bands of multi-paned metal sash windows and a rear entry with wood stairs. The roof is obscured by the horizontal parapet.

*P3b. Resource Attributes: HP9
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)

P5b. Description of Photo: View to North 10/97

*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
January 1948

*P7. Owner and Address:
City of Sacramento
915 I Street
Sacramento, CA 95814

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type:
Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Specail Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record
❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record
❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency
Primary #
DEPARTMENT OF PARKS AND RECREATION
HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
*NRHP Status Code 5S
*Resource Address: 1341 North C Street
B1. Historic Name: Fire Station #14
B2. Common Name: Fire Station #14
B3. Original Use: Fire Station
B4. Present Use: Fire Station
*B5. Architectural Style: Moderne Influences
*B6. Construction History

The building was constructed in January 1948. Alterations a shed-roofed addition which appears to have been added to the rear of the second story, and modifications to the rear door and stairway. The truck doors do not appear to be original. Dates of the modifications are unknown, but appear to generally date from the 1960s.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: Original Location:
*B8. Related Features:

B9a. Architect: Clarence C. Cuff
b. Builder: Uknown
*B10. Significance: Theme Public works in mixed industrial area
Area Richards Blvd. Spcial Planning District
Period of Significance 1948-1998 Property Type Public: Fire House Applicable Criteria C

The two story brick building is a simple and utilitarian example of its Moderne style and utilitarian type. The principal design elements are limited to the building's most visible and competently composed elevations, the south and east facades. The building housed a single fire department company with four people and one engine. As such, it was one of the City's smaller units, appropriately sized for this area. Its design was also one of the architect's more functional works, and does retain some significance as one of the few remaining works of a well known local architect. The property appears to be potentially eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register as a Priority structure.

B11. Additional Resource Attributes: None

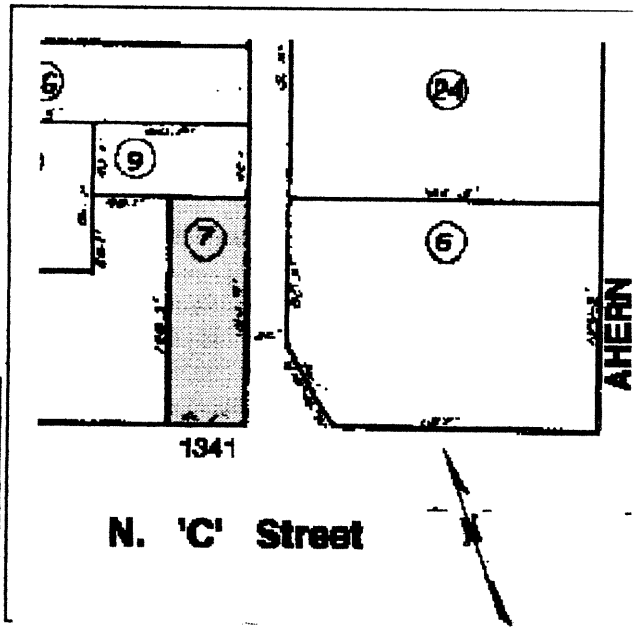
*B12. References:
Sacramento Fire Department, Sacramento City Real Estate Records, Nancy Miller, Harold Ayers, Ed Flowers

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



DPR 523B-Test (8/94)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

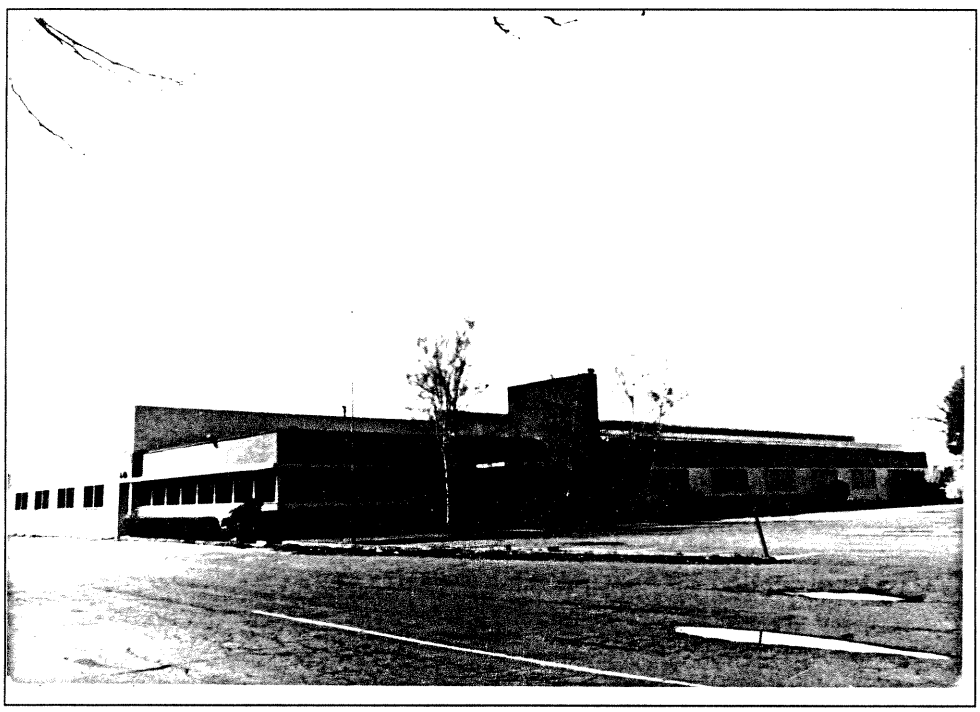
Other Listings
Review Code | Reviewer | Date

Page 1 of 2 ***Resource Name or #:** 1100 Richards Blvd.
P1. Other Identifier: Zellerbach Paper Company Building
***P2. Location: *a. County** Sacramento ***b. USGS 7.5' Quad** Sacramento East **Date** 1967
c. Address 1100 Richards Blvd. **City** Sacramento **Zip** 95814
d. Other Locational Data: APN # : 001-0090-002

***P3a. Description:**

The one and one half story, 160,000 square foot building was constructed of reinforced concrete and steel in 1949, at a cost of $350,000. The façade (north) elevation is shorter (one story) and contains the glassed entry with three columns, and a pylon of horizontal field stone, and offices. The northeastern corner of the façade contains a continuous band of windows that wrap around the building corner beneath a shallow metal canopy with a "streamlined" fascia, and glass block while the western end contains paired windows, arranged at the same height. The roof contains several long banks of monitors with windows facing to the north. The concrete is surfaced with cement plaster. The rear elevation is surfaced with corrugated metal sheathing.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other



P5b. Description of Photo:
View to Southwest 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1949

***P7. Owner and Address:**
Philip & Jana Oates etal
8615 Elder Creek Road
Sacramento, CA 95828

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐ Location Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S

Page 2 of 2 *Resource Name or #: 1100 Richards Blvd.

B1. Historic Name: Zellerbach Paper Company Building

B2. Common Name: Zellerbach Paper Company Building

B3. Original Use: Paper Distributor, local division headquarters for No. Calif. & most of Nevada

B4. Present Use: Vacant *B5. Architectural Style: International influences

B6. Construction History:

The building was constructed in 1949. The windows on the western end of the north (façade) elevation appear to have been replaced.

*B7. Moved? ☒ No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: Crown Zellerbach central engineering office; E. A. Brayman, vice-president in charge of operations, Director of design and construction.

b. Builder: Campbell Construction Co.

*B10. Significance: Theme Distribution warehouse in industrial area

Area Richards Blvd. Special Planning District

Period of Significance 1949 Property Type Distribution Center Applicable Criteria C

The property was purchased from the Bercut-Richards Packing Company and Tom H. Richards who initiated development of the Industrial Park Area north of the city. The building is a good representation of its building type and utilitarian-adapted International style influences. For its era of construction, it appears to be a rather early example of a building design that became widespread by the 1960s and was employed in the design of a wide variety of building types. At the time of its construction, it attracted considerable local attention as a progressive example of future construction design for this type of building.

The building is an excellent representative of its type and style, and has retained most of its integrity. As such the building is potentially eligible for the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register as a Priority structure.

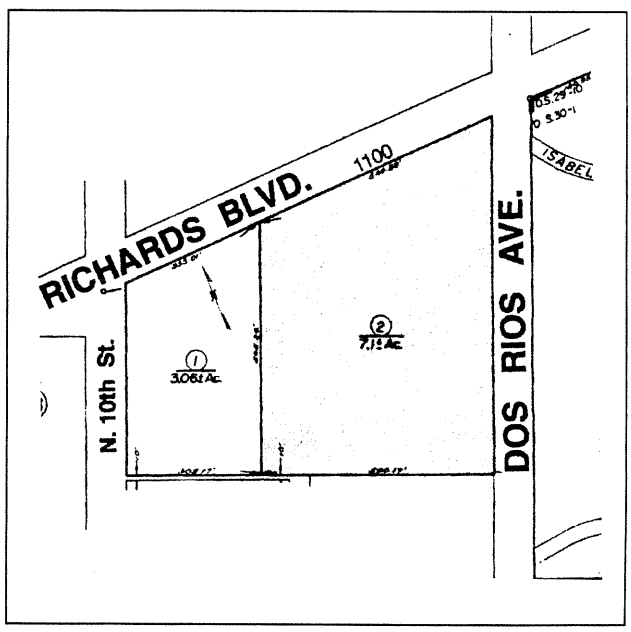
B11. Additional Resource Attributes: None

B12. References: County Assessor, City Directories, Sacramento Bee: 2/7/46 p. 1; 9/1/48; 9/24/48 p. 3

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998



(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3S

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** 1400 Richards Blvd.

P1. Other Identifier: Basler Property

***P2. Location:** a. **County** Sacramento b. **USGS 7.5' Quad** Sacramento East **Date** 1967

c. **Address** 1400 Richards **City** Sacramento **Zip** 95814

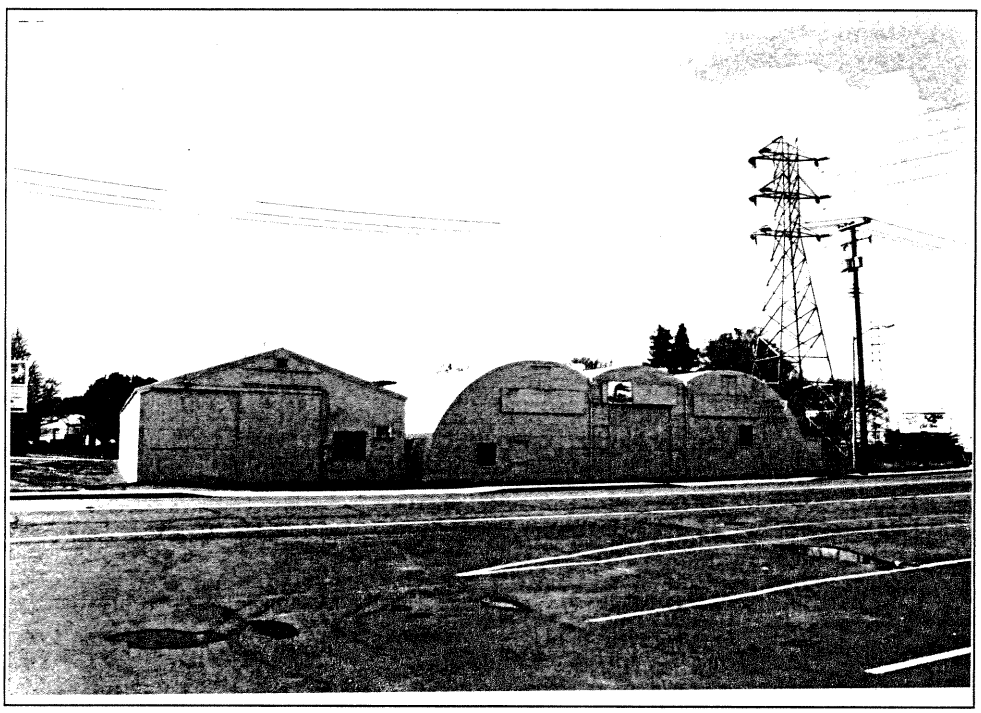
d. **Other Locational Data: APN # :** 001-0101-005

***P3a. Description:**

The building appears to be a combination of two quonset structures, united by the central section of a third. The semi-circular, barrel-shaped structures have flat facade elevations on either end (north and south). The partially pre-fabricated structures are constructed of corrugated metal sheeting on a semi-circular steel support frame. The central section holds a large metal truck door. Windows beneath the top of the arched sections have been closed, as had the door in the facade of the east end of the joined buildings. The one multi-paned, metal-sashed window in the east and west ends has not been sealed. A rectangular, gabled building stands adjacent to the east. The wood frame structure is surfaced with corrugated metal sheathing. The north facade contains a large, double, truck door opening and a metal sashed, multi-paned window. Areas containing any identifying signage have been painted over. A metal power utility tower stands adjacent on the west. The buildings are in fair condition.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ☒Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other



P5b. Description of Photo: View to South 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1946-1948

***P7. Owner and Address:**
Ralph Frost c/o
5994 Lake Crest Way #14
Sacramento, CA 85822

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S

Page 2 of 2 *Resource Name or # 1400 Richards Blvd.

B1. Historic Name: Basler Property B2. Common Name: Wholesale auto

B3. Original Use: Wholesale hardware B4. Present Use: Warehouse *B5. Architectural Style: WWII/Quonset

*B6. Construction History:

The estimated construction date of the structures is between 1946 and 1948. Two Quonset structures united by the central portion of a third structure. The modification to the original building forms may have been original to this construction project. Most of the building's openings have been covered, and attached signage painted over. Dates of changes are unknown.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: partially pre-fabricated

*B8. Related Features: Power utility tower

B9a. Architect: None b. Builder: Unknown

B10. Significance: Theme War surplus used for industrial functions

Area Richards Blvd. Special Planning District Period of Significance 1946-1948

Property Type Surplus W.W. II Quonset hut Applicable Criteria C

The structures were assembled on this land, owned by the Basler family since the turn of the century, for current owner Ralph Frost's father-in-law. The contractor who built it, specialized in erecting World War II surplus quonset huts. These huts were built for a wholesale hardware dealer by Basler. The gabled metal building to the east was erected about 5-7 years later. The hardware dealer occupied the buildings for a number of years. William Basler, Mrs. Frost's grandfather, was a pioneer owner and settler of this area around the turn of the century, and owned much of the land in this area. He was a fuels dealer, handling oak firewood and coal. A street east of North 16th Street has been named for this family.

The structures are highly identifiable as specialty WWII buildings, and their distinctive form is known around the world. The natural life of these structures has, after 50 years, begun to end and these "trademark" buildings are becoming increasingly rare in the Sacramento Area. In order to appropriately assess the significance of these and any other such buildings remaining, a Sacramento context statement regarding Quonset huts may be necessary. These buildings appear to be potentially eligible for listing in the National Register of Historic Places with other appropriate representatives of the type throughout the area.

B11. Additional Resource Attributes: None

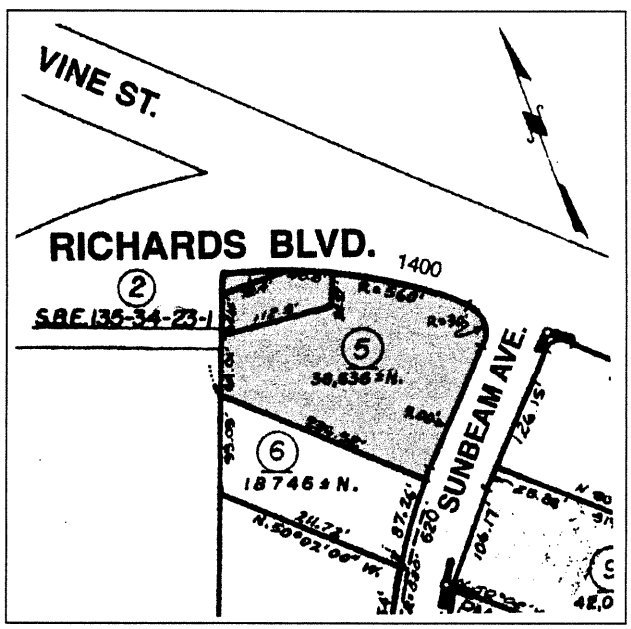
*B12. References: Ralph Frost, Wm. Basler's grandson-in-law, Sacramento City Directories

B13. Remarks:

*B14. Evaluator: Paula Boghosian

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

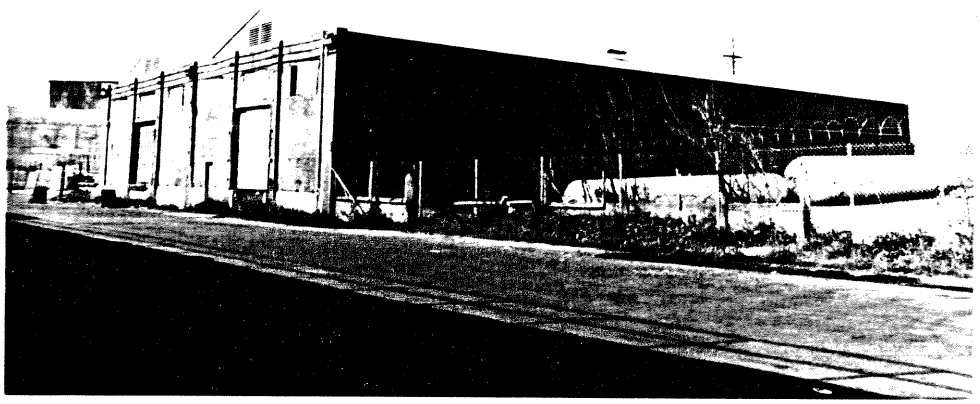
Page 1 of 1 *Resource Name or #: 1615 Thornton Avenue
P1. Other Identifier:
*P2. Location: *a. County Sacramento
b. Address 1615 Thornton Avenue City Sacramento Zip 95816
*e. Other Locational Data: APN#: 001-0152-017

***P3a. Description:**

The eastern portion of the property contains two adjacent, parallel and apparently connected buildings with gabled roofs. The buildings stand on the north side of the street facing Thornton. The west portion of the lot is vacant, and apparently utilized by the Cardinal Scale Company located to its north. The paired brick buildings are one story in height with long, shallow gabled roofs. The roofs are surfaced with corrugated metal, and vented in the metal gable ends. The south and north building elevations are brick, as is the eastern elevation, which is divided into bays by shallow, slender brick piers or pilasters. Each facade is divided into three bays each by similar but wider brick piers. The central bay of each building contains a large roll-up door. A standard door lies in the eastern building facade.

The brick piers/pilasters and successively projecting bands of brick that form the cornice across the facade are the principal decorative features, and provide a minimal classical design reference. The base of the building is concrete and the west wall is sheathed with horizontal wood siding. The west edge of the facade wall originally extending to the west and serving as the facade wall for a building that formerly stood on the adjacent portion of the lot, has been broken off.

***P3b. Resource Attributes:** HP 8
***P4. Resources Present:** ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ■ Element of District ❑ Other



P5b. Description of Photo: View to the northwest

***P6. Date Constructed/Age and Source:**
♦ Historic Prehistoric Both
1930 Est.

***P7. Owner and Address:**

***P8. Recorded by:**
Paula Boghosian
5420 Home Court
Carmichael, CA 95608

***P9. Date Recorded:** March 1998

***P10. Survey Type:**
intensive

P11. Report Citation*:
Richards Boulevard, Special Planning District

***Attachments:** ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record ❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record ❑ Artifact Record ❑ Photograph Record ❑ Other

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #_____
HRI#_____

Page 1 **of** 1 ***NRHP Status Code** 5D1

***Resource Name or #** 1615 Thornton Avenue

B1. Historic Name: -

B2. Common Name:

B3. Original Use: industrial **B4. Present Use:** industrial

***B5. Architectural Style:** Classical references in industrial context

***B6. Construction History:**
The buildings appear to have been constructed in the 1930s. Another building to the west of this pair burned and was demolished, causing the west wall of the remaining two to be covered with wood siding, and the brick facade wall to be roughly broken.

***B7. Moved?** ■ No Yes Unknown **Date:** _____ **Original Location:** _____

***B8. Related Features:** --

B9a. Architect: - **b. Builder:** -

***B10. Significance: Theme** - **Area** -
Period of Significance - **Property Type** industrial **Applicable Criteria** -

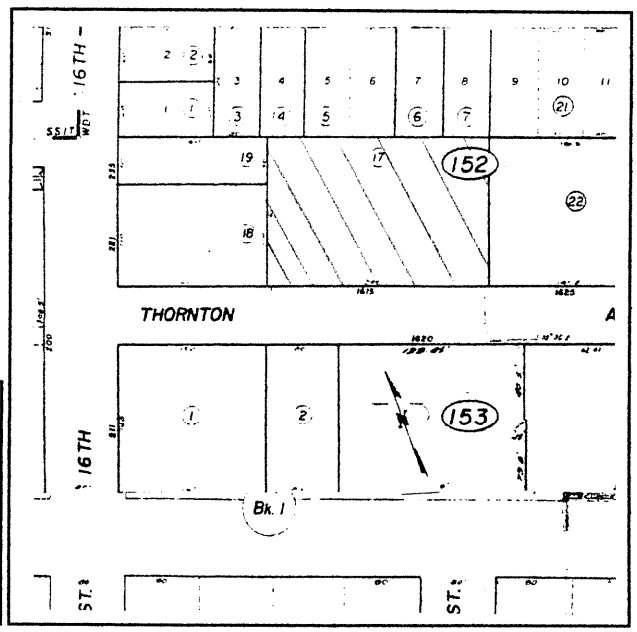
The pair of utilitarian industrial buildings contributes visually to the N. 16Th Street Preservation Area. The property was originally owned by August Meister, described in 1890 as "among the prominent manufacturers of the Capital City." Born and raised in Germany, Meister moved to the U.S. in 1854. In 1870, he and his wife settled in Sacramento, and by 1882, he had established his own carriage manufacturing company, located on 9th Street. Original buildings on this site may have served as work or storage buildings for the Meister carriage establishment.

The current buildings are utilized by the Blue Diamond Company as storage for their adjacent industrial complex activities.

The buildings contribute visually to the N. 16Th Street Preservation Area in terms of age, materials, scale and form.

B11. Additional Resource Attributes: --

***B12. References:**
Sacramento County Assessor Records
Davis, W. J., *An Illustrated History of Sacramento County*, Lewis Publishing Co., Chicago, 1890



B13. Remarks:

***B14. Evaluator:** Paula Boghosian
***Date of Evaluation:** March 1998

(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D1

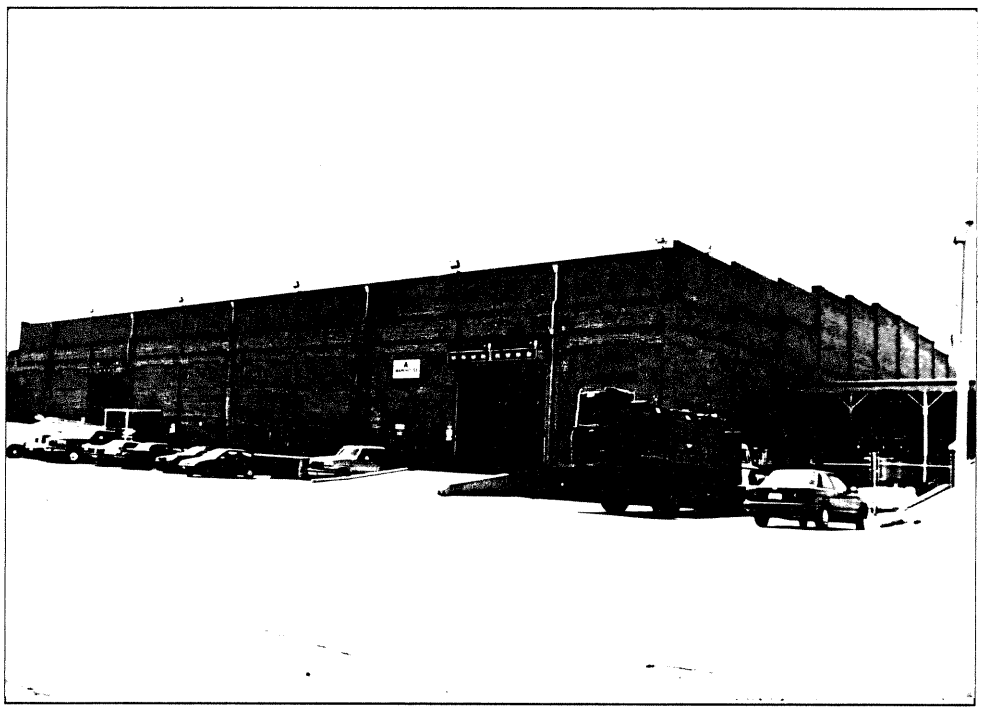
Other Listings
Review Code | Reviewer | Date

Page 1 of 2 *Resource Name or #: 1600 North A Street
P1. Other Identifier: Del Monte/Calpack Cannery Warehouse
*P2. Location: *a. County Sacramento *b. USGS 7.5' Quad Sacramento East Date 1967
c. Address 1600 North A Street City Sacramento Zip 95814
d. Other Locational Data: APN#: 002-0053-004

*P3a. Description:

The long, one-story brick warehouse stands on the south side of North A Street, parallel to the Southern Pacific/Union Pacific Railroad berm and tracks. Building elevations are divided into recessed bays with raised center sections. The encircling brick parapet has shallow cornice trim. The rectangular industrial building contains four large truck doors on the south elevation and five banks of industrial sash windows on the west elevation. A section near the west end is raised and faced with a stepped parapet, as is the eastern end of the warehouse.

*P3b. Resource Attributes: HP8
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other



P5b. Description of Photo: View to Southeast 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1927 Factual

***P7. Owner and Address:**
CA.Almond Growers Exchange
P.O. Box 1768
Sacramento, CA 95812

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5D1

Page 2 of 2 *Resource Name or # 1600 North A Street

B1. Historic Name: Del Monte/Calpak Cannery Warehouse

B2. Common Name: "A" Street Warehouse B3. Original Use: Cannery Warehouse

B4. Present Use: California Almond Grower's Exchange Warehouse

*B5. Architectural Style: Commercial, minor classical influences *B6. Construction History:
The building was constructed in 1927. A ramp has been added to the truck door opening on the east, and additions have been made to the building along its north elevation. Concrete block fill-ins have occurred on the west. The parapet sections of the building appear to have been constructed between 1935 and 1945. The sections between that connect may be later in date. The parapet of the western end of the building has been modified by elevating it a few feet above the eastern end, and some openings in the facades have been closed or altered.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Del Monte/Calpak Cannery to the South of the Southern Pacific Railroad berm and tracks, other warehouse and Almond Grower Exchange structures.

B9a. Architect: Unknown ☐ b. Builder: Unknown

*B10. Significance: Theme Industrial/Commercial Area Richards Blvd. Special Planning District
Period of Significance 1921-1948 Property Type Warehouse Applicable Criteria N/A

This building was constructed in 1927 by the California Packing Corporation (Del Monte) then the largest processor and distributor of canned food items in the world. Constructed at a cost of $120,000 the building measures roughly 650' X 250', and located parallel to the railroad tracks between 16th, 17th, and North A Streets. The building was probably designed and built by the same designer and construction company as the Del Monte/Calpak Cannery on C Street to which it is connected.

Built to handle the heavy increase of the California Packing Company's production volume in the 1930s, the building solved the lack of warehouse space associated with what was then, reputedly, the world's largest cannery. The building was constructed with subway tunnels that connect it, through the railroad berm, to the Calpak cannery located on 16th and C Streets to the south.

In the decade of the 1980's the building was sold by the Del Monte Company to the California Almond Growers Exchange. The Almond Growers currently utilize the building as a storage warehouse. It is a functional adjunct of the Calpak/Del Monte Cannery building which is listed in the National Register of Historic Places, but does not itself appear to be individually eligible for listing in that Register. The building is a Contributing structure to the N. 16th Street Preservation Area.

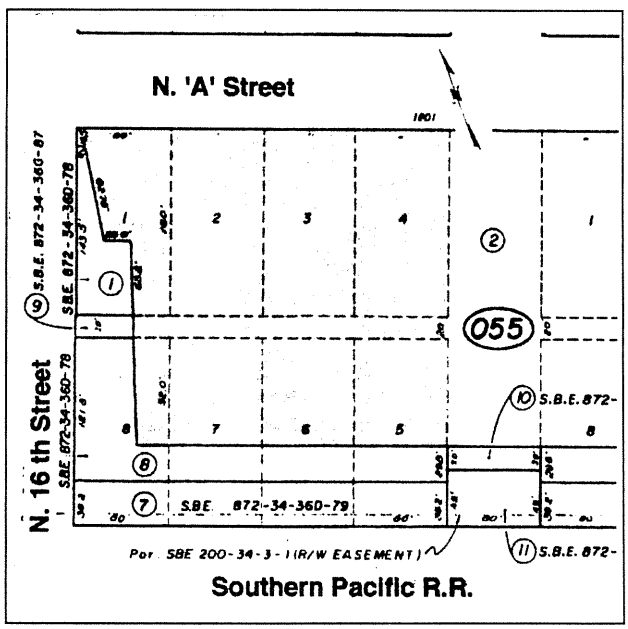
B11. Additional Resource Attributes: None

*B12. References: Sacramento Bee, 4/11/37 page 1, Interview; Dave Feiling, California Almond Growers Exchange; documents and maps provided by the California Almond Growers Exchange.

B13. Remarks:

*B14. Evaluator: Paula Boghosian
*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 1 *Resource Name or #: Warehouse, Blue Diamond complex
P1. Other Identifier:
*P2. Location: *a. County Sacramento
b. Address 1601 N. A Street City Sacramento Zip 95812
*c. USGS 7.5' Quad Sacramento East

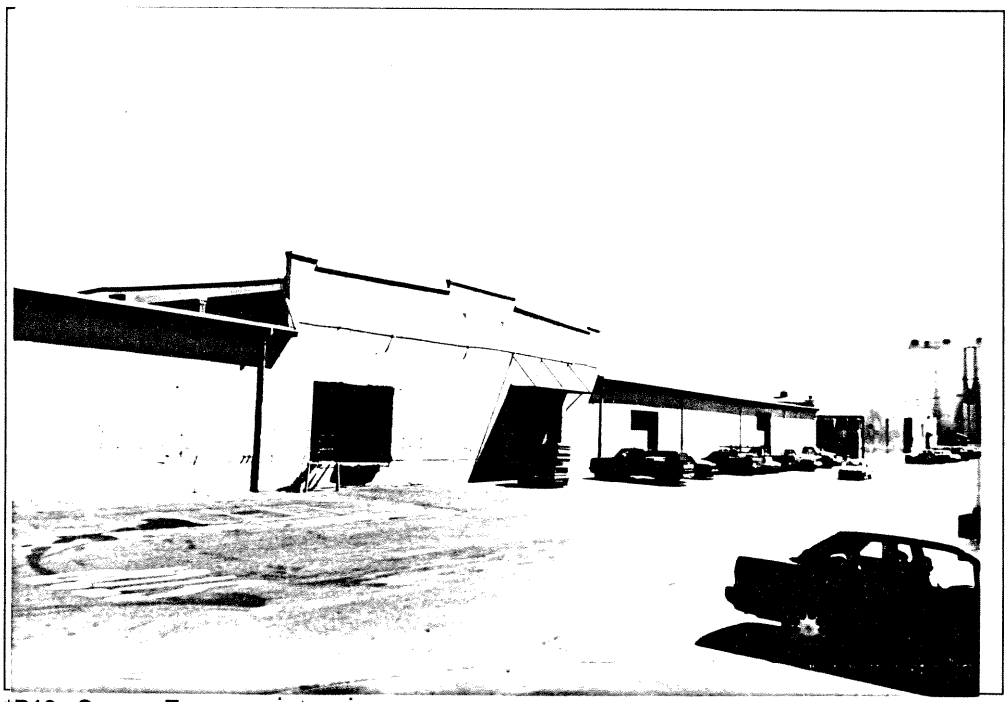
*e. Other Locational Data: APN#: 002-0055-002

*P3a. Description:

The industrial brick structure stands parallel to and north of the A Street Warehouse, on the north side of N. A Street. The tall single story warehouse building contains four large truck doors on the south elevation and five banks of industrial sash windows on the west elevation. A section near the west end is raised with a stepped parapet, as is the eastern end of the long warehouse.

A ramp has been added to the truck door opening on the east, and additions have been made to the building along its north elevation. Concrete block infill has occurred on the west. The parapet sections of the building appear to have been constructed between 1935 and 1945, but the sections between that connect them may be later in date.

*P3b. Resource Attributes: HP 8
*P4. Resources Present: ☐Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo:
view to east

*P6. Date Constructed/Age and Source: ☐Historic ☐Prehistoric ☐Both
1935-1945

*P7. Owner and Address:
California Almond Growers Exchange
P.O. Box 176
Sacramento, CA 95812

*P8. Recorded by:
Paula Boghosian,
Historic Environment Cons.
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type: intensive
P11. Report Citation*: Historic Architecture Survey, Richards Boulevard Area

*Attachments: ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *NRHP Status Code 5D1

*Resource Name or # Warehouse, Blue Diamond complex

B1. Historic Name: Warehouse, Blue Diamond complex

B2. Common Name: Warehouse, Blue Diamond complex

B3. Original Use: Warehouse B4. Present Use: Warehouse

*B5. Architectural Style: Industrial vernacular, classical derivations

*B6. Construction History:
The building was apparently constructed between 1935 and 1945.

*B7. Moved? ☐No ☐Yes ☐Unknown Date:_____ Original Location:_____

*B8. Related Features:
Other nearby buildings, structures, associated with the California Almond Grower's Exchange

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance _____ - _____ Property Type industrial Applicable Criteria ___ - ___

The utilitarian brick building was constructed between 1935 and 1945. The building, occupies the block bounded by 16th, 17, A and B Streets.

Built to handle the heavy increase of California Packing's production volume, the building helped to solve the lack of warehouse space associated with what was then the largest processor and distributor of canned food items in the world.

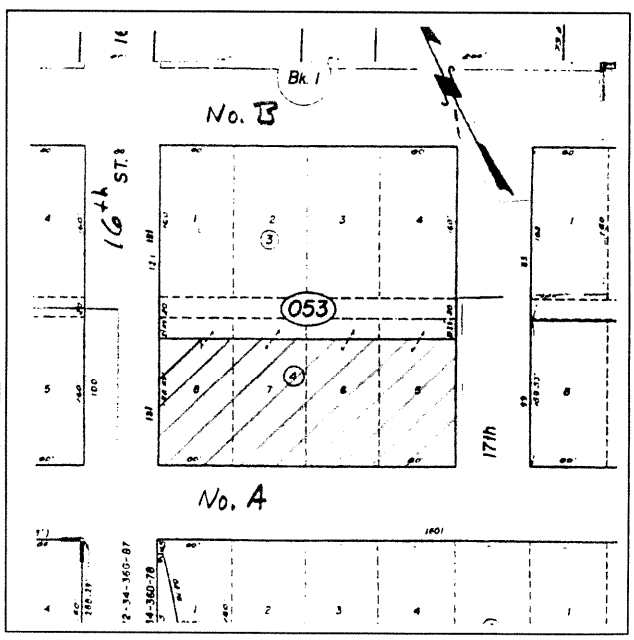
The California Almond Grower's Exchange took over the facility in the 1980s for storage uses.

The building is a contributing structure in the North 16th Street Preservation Area.

B11. Additional Resource Attributes: ____--_____

*B12. References:

Sacramento Bee, 4/11/37, p.1
Interview; Dave Feiling, California Almond Growers Exchange
Various documents and maps provided by the California Almond Growers Exchange
Sanborn Insurance Co. Maps



B13. Remarks:

*B14. Evaluator: Paula Boghosian

*Date of Evaluation: March 1998

(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D

Other Listings
Review Code | Reviewer | Date

 ***Resource Name or #:** 1401 North C Street

P1. Other Identifier: Triangle Produce Building, Polly Distributing

***P2. Location: a. County** Sacramento **b. USGS 7.5' Quad** Sacramento East **Date** 1967

c. Address 1401 North C Street **City** Sacramento **Zip** 95814

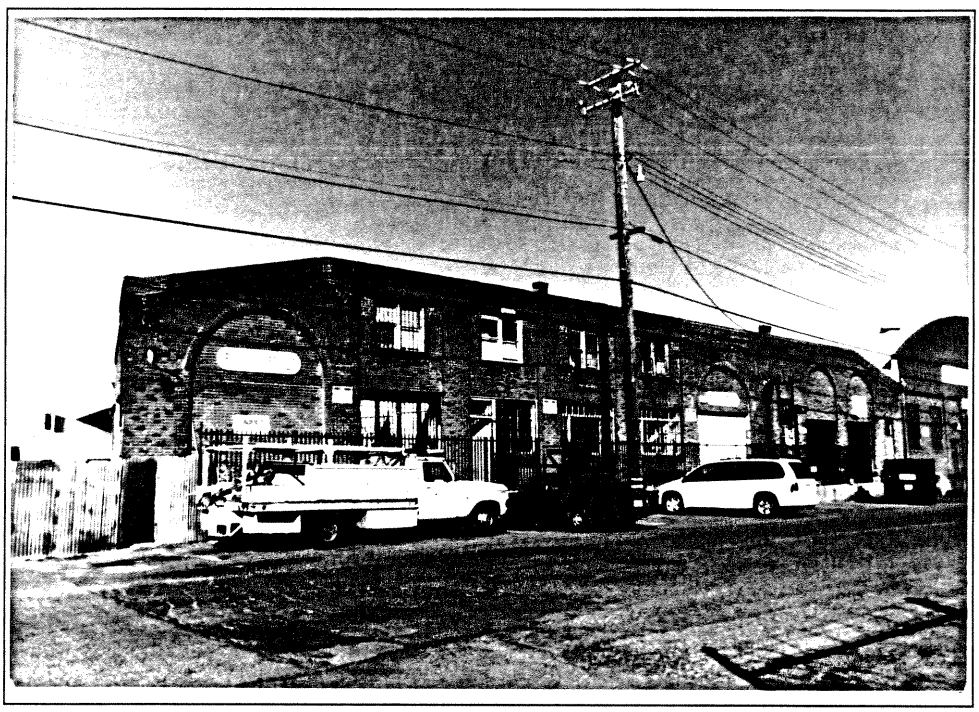
d. Other Locational Data: APN # : 001-0142-014

***P3a. Description:**

This structure is the largest of a grouping of three industrial warehouse buildings with related origins. The current appearance of the two-story brick structure is the result of varied alterations. The building is curved on its western side to conform to the adjacent railroad tracks. Large sliding doors on the rounded end parallel to the tracks provide direct rail car access to storage. West and south elevations contain blind arched openings of differing heights, some containing doors in the lower portions. Four rectangular, two story bays containing windows and a standard door separate the arches in the east and west ends. The roof parapet is flat in the middle, angled down on the ends, and trimmed with a patterned border of brick. A concrete loading platform, reached by steps, extends along the facade. The building adjoins several other brick buildings along North C Street to the east, forming one of the most cohesive street facades in the area.

***P3b. Resource Attributes:** HP45, warehouse building under 3 stories

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other



P5b. Description of Photo: View to Northeast 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both 1926 Factual

***P7. Owner and Address:**
Charles & Karen Fishburne
10846 Gledhill Rd.
Yuba City, CA 95991

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special District Survey

***Attachments:** ☐NONE ☐ Location Map ☐Continuation Sheet ☒ Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5D

Page 2 of 2 *Resource Name or # 1401 North C Street

B1. Historic Name: Triangle Produce Building

B2. Common Name: Polly Distributing

B3. Original Use: Warehouse B4. Present Use: Warehouse/Distribution

*B5. Architectural Style: Vernacular

*B6. Construction History:

The building was constructed in 1926. It has been altered in several ways, including insertion of door openings and closures in blind arches, and window modifications. A metal fence has been added all along the edge of the loading dock platform.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Adjacent to other brick warehouse buildings.

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Economic/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921 to 1948 Property Type Commercial Applicable Criteria C

This building, like its companion 1501 N.C. Street, was part of the original Triangle Produce Building, constructed in 1926. An identifiable entity, the property at the 1401 address is not noted in city directories until 1942 when it was designated a U.S. Government warehouse. It served this wartime purpose until 1945. The building was apparently altered to its general current appearance during the years just after World War II.

In 1947, 1401 N. C Street became the home of Beacon Distributing Company, a wholesale liquor distributor. Beacon Distributing utilized 1401 for fourteen years. Beacon was followed in 1961 by another liquor distributor, Harry Grossman and Son. Grossman and Son lasted two years, and during the rest of the 1960s it was mostly vacant. The 1970s saw a third liquor distributor, Bell Distributing Company occupy the building. In 1982 Polly Distributing, a swimming pool supply business, bought and occupied the building, and remain the building's current owner. The cumulative design provides the building with a rather quixotic character of its own. However, its primary importance lies in its visual participation in the building tradition of its era in this region. As such, it is one of the more visually interesting and stronger participants in its Preservation Area, and appears to be eligible to the Sacramento Register as a Contributing structure in the North 16th Street Preservation Area.

B11. Additional Resource Attributes: None

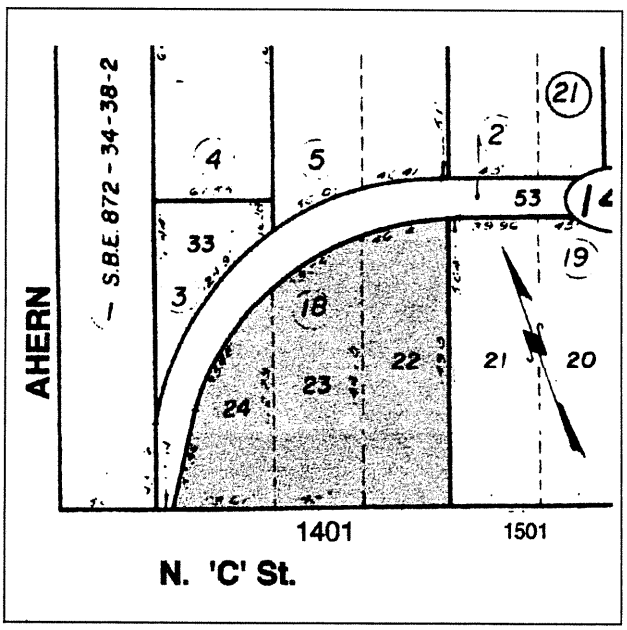
*B12. References: Sacramento City Directories 1926-1982, Assessor's Records, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D1

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** 1501 North C Street

P1. Other Identifier: Triangle Produce Company

***P2. Location:** ***a. County** Sacramento ***b. USGS 7.5' Quad** Sacramento East **Date** 1967

c. Address 1501 North C Street **City** Sacramento **Zip** 95814

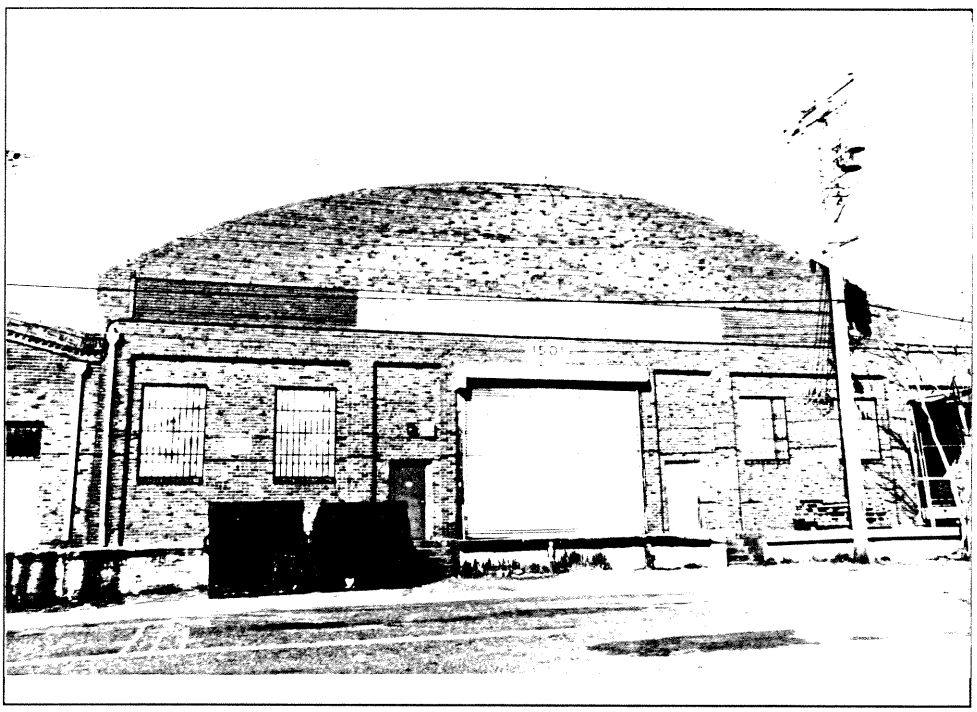
d. Other Locational Data: APN #: 001-0142-019

***P3a. Description:**

The brick structure is one and one-half stories in height, with a concrete loading dock at the base of the façade. A brick parapet with a shallow arched, semi-circular shape extends the full width of the façade elevation. A shallow recessed brick panel extends horizontally across the façade above the doors and windows, and contains the building's signage. This recessed horizontal panel separates the arched parapet from the ground floor. A large metal roll-up door stands in the center of the building, flanked on either side by narrow and wide recessed panels or bays. The wide bays each contain two large industrial sashed windows. Metal sheathing covers an alley space between buildings along the east elevation, connecting to the adjacent 1515 North C Street. The building is one of several brick industrial buildings grouped together on this North C Street block.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other



P5b. Description of Photo: View to North 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1926, Estimate

***P7. Owner and Address:**
Kenneth J. & Deborah Reitz
P.O. Box 3068
Visalia, CA 93278

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5D1

Page 2 of 2 *Resource Name or # 1501 North C Street

B1. Historic Name: Triangle Produce Company

B2. Common Name: All-Temp Insulations, Inc.

B3. Original Use: Warehouse B4. Present Use: All-Temp Insulations/Triangle Produce Co.

*B5. Architectural Style: Vernacular

*B6. Construction History:

The estimated construction date of the building is 1926. The truck door has probably been replaced.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Three adjacent brick buildings.

B9a. Architect: Unkown b. Builder: Unknown

*B10. Significance: Theme Economic/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921 to 1948 Property Type Warehouse Applicable Criteria C

As part of a larger multi-purpose commercial warehouse, 1501 North C Street was the original home of the Triangle Produce Company, a large produce storage and distribution center. In 1931 to 1942, the Sixteenth Street Public Bean and Grain Center occupied the 1501 space. From 1942 to 1945, the space was used as a U.S. Government warehouse, most likely as a wartime storage facility.

After World War II, the space was occupied briefly by the American River Fire Department, a small fire district serving what was then the city's northernmost fringe. They were replaced in 1950 by Germain's Incorporated, a plant seed producer and distributor. Germain's was replaced in 1959 by the Ora Howard Company, a wholesale distributor of toys. In 1970, A-1 Distributors, a wholesale candy outlet occupied the space. They were replaced in 1974 by All Temp Insulations Incorporated, an insulation supply company.

The form of the building adds interest to the North C street blockface. The structure is an important element of this brick warehouse grouping that contributed to the earlier development of this area and its distinctive character. It serves as a Contributing structure to the North 16th Street Preservation Area.

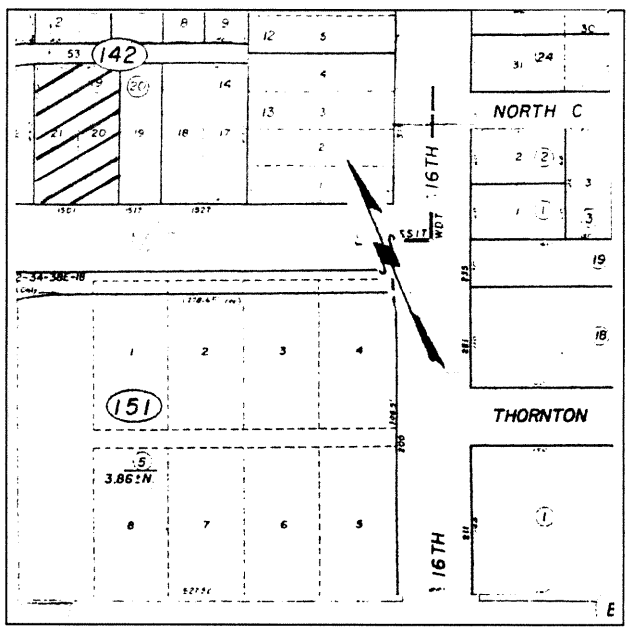
B11. Additional Resource Attributes: None

*B12. References: Sacramento City Directories, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998



(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D1

Other Listings
Review Code | Reviewer | Date

Page 1 of 2 *Resource Name or #: 1515 North C Street
P1. Other Identifier: Triangle Produce Company, Admail West
*P2. Location: a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address 1515 North C Street City Sacramento Zip 95814
d. Other Locational Data: APN # : 001-0142-020

*P3a. Description:

The façade of the two-story brick warehouse structure is divided into thirds by four projecting corbelled pilasters extending the full height of the building. The sides of the centered entry are curved and it is flanked by paired windows in the bays on either side. Brink planters flank the entry.

Alterations have been made to the entry and planters, and large, dominating, window and entry awnings have been added to the façade.

This building is superficially connected on the west to 1501 North C Street, by means of a metal canopied alley between buildings, and on the east to 1527 North C Street, but appears to be of different construction and design.

*P3b. Resource Attributes: HP8

*P4. Resources Present: ☒Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other

P5b. Description of Photo: View to North 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both 1929 Factual

***P7. Owner and Address:**
Rubert/Joyce Riffel,
Riffel Fam. Rev.Trust/etal
11612 Long Ravine Ct.
Gold River. CA 95670

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California – The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5D1

Page 2 of 2 *Resource Name or # 1515 North C Street

B1. Historic Name: Triangle Produce Co. B2. Common Name: Admail West

B3. Original Use: Warehouse B4. Present Use: Commercial

*B5. Architectural Style: Vernacular

*B6. Construction History:

This building was constructed in 1929. Planters added, entry and windows modified. Date unknown.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Three other adjacent brick warehouse structures

B9a. Architect: Unknown b. Builder: Unknown

B10. Significance: Theme Economic/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921-1948 Property Type Industrial Applicable Criteria C

The building may have originally been part of the Triangle Produce Company, established during the 1920s. Earlier tenants in the building would have been associated with the Triangle Produce Company or the Sixteenth Street Bean and Grain Cleaner, the warehouse group's earlier tenants. This property, at 1515 N.C Street, did not have a separate directory listing until 1968. The Japan Food Corporation, an import/export company, is the only subsequent tenant listing for this address after that time.

Admail West, the current occupants of the building, note that alterations were made to the entrance of the building involving planters, brickwork, and a recessed entry. The window sash and panes may have been replaced by a similar but more contemporary version.

The structure is part of the brick warehouse grouping that characterizes this area and its earlier activity as a warehousing center. Its design is utilitarian and contains minor classical touches in the pilaster and corbelled capital features of the facade. Although the building's image is somewhat modified by the current addition of boldly shaped and colored awnings, its is an important element of this North C Street grouping and a Contributing structure of the North 16th Street Preservation Area.

B11. Additional Resource Attributes: None

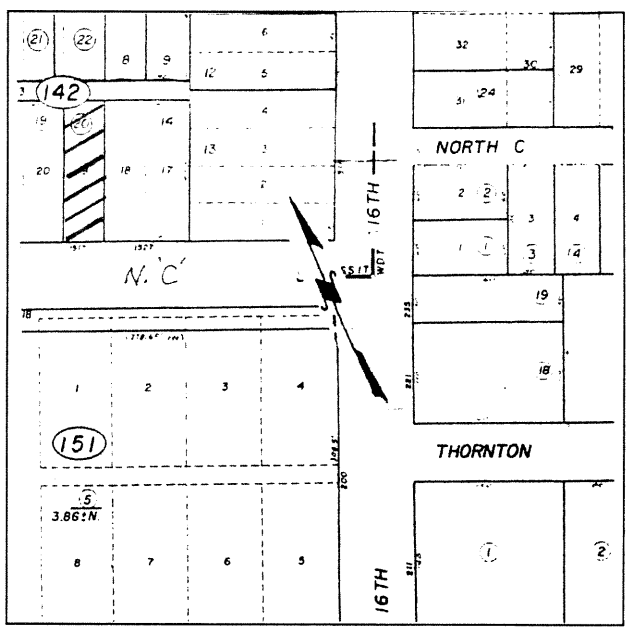
B12. References: Sacramento City Directories 1929-1982, Assessor's Records, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D1

Other Listings
Review Code | Reviewer | Date

Page 1 of 2 ***Resource Name or #:** 1527 North C Street

P1. **Other Identifier:** Pacific Flooring Supply/Acme Beverage Co.

*P2. **Location: *a. County** Sacramento ***b. USGS 7.5' Quad** Sacramento East **Date** 1967

c. **Address** 1527 North C Street **City** Sacramento **Zip** 95814

d. **Other Locational Data: APN#:** 001-0142-014

***P3a. Description:**

The utilitarian brick building is 1 ½ stories in height, and contains a main floor, attic space, and a concrete loading dock that extends along the facade. The projecting brick parapet on the south elevation (facade) conceals the truss roof from direct view. The parapet above the projecting horizontal canopy contains a recessed panel that extends the length of the facade and is flanked by a simple pattern in brick on each end. Angled brackets support the canopy. Smaller openings are concentrated in the center with four small grille-covered openings on the mezzanine level, and three double hung windows and a door on the main floor. Roll-up truck doors flank this central section. The paneled entry door is not original. The loading dock appears to have been removed in front of the truck door on the west end of the building. The structure stands adjacent to a row of other brick industrial structures all of the type that constitute much of the area's image.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo:
View to North 10/97

***P6. Date Constructed/Age and Source:**
☒ Historic ☐ Prehistoric ☐ Both
1939

***P7. Owner and Address:**
REA Stock Trust
4220 Hubbard St.
Emeryville, CA 94608

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home CT. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5D1

Page 2 of 2 *Resource Name or #: 1527 North C Street

B1. Historic Name: None

B2. Common Name: Pacific Flooring Supply/Acme Beverage Co.

B3. Original Use: Distribution Center and Warehouse B4. Present Use: Distribution warehouse

*B5. Architectural Style: Vernacular

*B6. Construction History:

The building was construction in 1939. Door change, loading dock modification, possible removal of signage in recessed facade panel above canopy.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Adjoining row of brick industrial buildings.

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Economic/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921 to 1948 Property Type Distribution Warehouse Applicable Criteria C

This building was constructed in 1939 for the Acme Beverage Company, a distributor of various kinds of beverages. Acme used the building until 1942, when the U.S. Government purchased it for a war-related storage warehouse and used it until 1945.

In 1945 the Ranier Distributing company run by J.W. Bowman and H.M. Tonkin purchased the building for their beverage distributing operation. Ranier was followed by Valley Beverage Company in 1947. Valley Beverage stayed until 1949. The 1950s and early 1960s saw sparse use of the building by an assortment of companies in need of warehouse space. In 1965 Malcolm and Elizabeth Rea purchased the building and established Pacific Flooring Supply at this location. The Reas still own the property and Pacific Flooring Supply still operates out of the building.

This building's principal importance lies in its contribution to the 1920-1940 brick industrial building image that characterizes this area so strongly. The utilitarian building contributes in scale, image and material to the adjacent North C Street blockface that includes 1401 North C Street through 1527 North C Street. It is a Contributing structure of the North 16th Street Preservation Area.

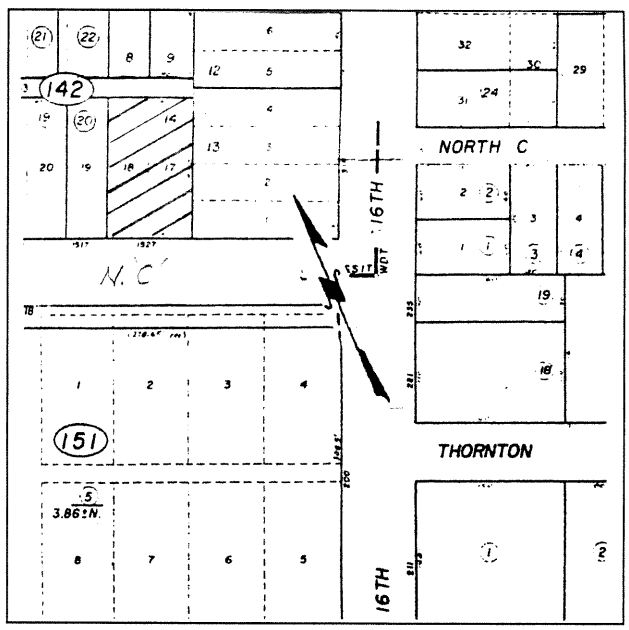
B11. Additional Resource Attributes: None

*B12. References: Sacramento City Directories 1939-1982, Assessor's Records, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998



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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5
Other Listings
Review Code Reviewer Date

Page 1 of 2 Resource Name or #: 1610-1620 North C Street
P1. Other Identifier: Cardinal Scale Company
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address: 1610-1620 North C Street City Sacraemento Zip 95814
*e. Other Locational Data: APN#: 001-0152-003 - 007

*P3a. Description:

The property complex contains four structures: an office at 1610 N. C Street, another utility/office building and an industrial structure at 1612 and 1616 N. C Street, with some physical interconnections, and a free-standing building at 1620 N. CStreet. The one story brick building containing the office lies on the west end of the grouping, and an addition containing another small office and a carport has been added to its west elevation. The additions are both flat-roofed and walls are concrete block. The façade of the addition is a grid of glass panes and solids and contains a door. The façade of the main office with its gabled, tin-sheathed roof contains three large show window openings and a door. The door and windows have been modified. The building adjacent on the east is separated from it by a small driveway leading to a wood frame, corrugated metal-clad industrial building at the rear. The building apparently houses office and light manufacturing activities, and is constructed of wood framing sheathed and roofed with corrugated metal, with a brick wainscoting to match the office. The north façade contains three banks of metal indusrial sash windows and a doorway. The northwest corner of the building has been undercut. The building farthest east is a free-standing, one story brick building with a gabled, metal-clad roof. The façade wall is divided into three bays and has decorative brick cornice trim along the top. The east elevation is plain brick but the west wall is divided into a series of bays by brick piers. The façade and east side have been altered, as have the adjacent complex buildings.

*P3b. Resource Attributes: HP8
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)

P5b. Description of Photo: View to the east

*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
1941 estimated

*P7. Owner and Address:
Cardinal Scale Mfg. Co.
c/o William Perry
P.O. Box 1645
Joplin, MO 64802

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type:
Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Special Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record
❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record
❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency | Primary #
DEPARTMENT OF PARKS AND RECREATION | HRI#
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 | *NRHP Status Code 5D1
*Resource Address: 1610-1620 North C Street
B1. Historic Name: L.R. Murphy Scale Co./Top Hot Potato Chip Factory
B2. Common Name: Cardinal Scale Co.
B3. Original Use: Manufacturing plant for large scales B4. Present Use: Manufacturing plant for large scales
*B5. Architectural Style:
*B6. Construction History

The building was constructed in about 1941.

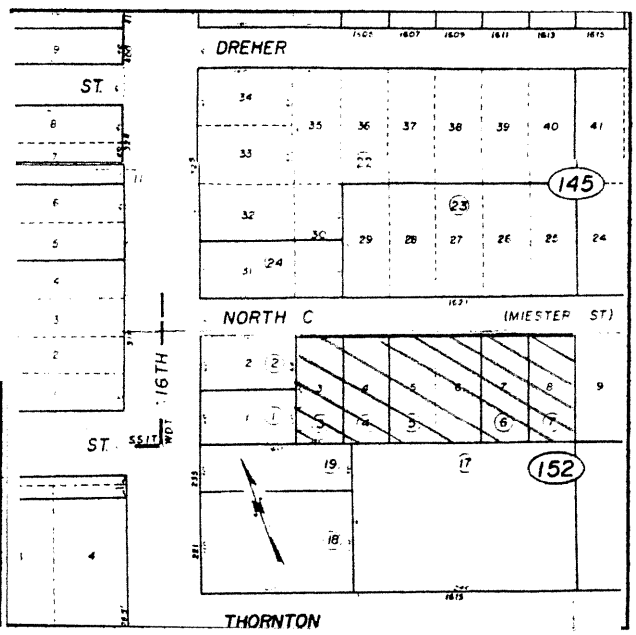
*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: Original Location:
*B8. Related Features:

B9a. Architect: Unknown b. Builder: Uknown
*B10. Significance: Theme Sales and industrial building in industrial area
Area Richards Blvd. Special Planning District
Period of Significance 1941-1948 Property Type Commercial/Industrial Applicable Criteria C

The L.R. Murphy Scale Co., a Sacramento firm which manufactured heav-duty scales, was founded in 1930 by Leslie R. Murphy. He moved the company to 1610 North C Street in about 1940-41. A 1965 article in the Sacramento Bee noted that the Sacramento facility was the headquarters of an operation that had other manufacturing facilities in Mexico City, Toronto, and Webb City, Missouri. Sixty people were employed in the Sacramento operation which manufactured scales capable of handling weights from 1,000 to 600,000 pounds. The company was a family-run business with Leslie acting as President, his brother Reuel as Plant Manager, his son Kenneth as Sales Manager and son James L. as the Engineering Dept.

In about 1937 a manufacturing facility was opened at 1616 North C Street (now 1620) by the Top Hat Potato Chip Co. In about 1941 it was joined by a plant operated by Best Foods at 1612. As the Murphy Scale company grew it acquired these lots and incorporated these facilities into its operations

B11. Additional Resource Attributes: None
*B12. References:
Sacramento City Directories, Assessor's Records, Sanborn Insurance Maps, Sacramento Bee, 12/19/1965.
B13. Remarks:
*B14. Evaluator: Paula Boghosian, HEC
*Date of Evaluation: March 1998



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*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 4S7

Other Listings
Review Code | Reviewer | Date

Page 1 of 3 ***Resource Name or #:** 116 North 16th Street
P1. Other Identifier: Sacramento Pipe Works
*P2. Location: a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
b. Address 116 North 16th Street City Sacramento Zip 95814
c. Other Locational Data: APN#: 002-0051-002

*P3a. Description:

The large brick structure is two stories in height. The façade is symmetrical, with the taller central portion recessed and flanked by two slightly shorter wings. The main body of the building appears to have a shallow gabled roof with a projecting central monitor. The east-facing façade surfaces contain a series of tall arched windows, multi-paned with metal sash. The recessed central section contains a large central arched window incorporating the double-doored entry, and is flanked by smaller arched windows.

Divided into bays, the north and south-facing side elevations contain large rectangular banks of multi-paned, Industrial, metal-sash windows. The southern wing also contains an entry. Large timber trusses form the structural system. The interior space is tall and open, and contains machinery visible through the windows. A brick extension has been made to the west end of the building, and a butler-type metal structure has been added to the back of that.

See Continuation Sheet

*P3b. Resource Attributes: HP8

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other

P5b. Description of Photo: View to West 10/97

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1923 Factual

*P7. Owner and Address:
Gary Lloyd Barraclogh,etal
204 North 16th Street
Sacramento, CA

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Ct. Carmichael

*P9. Date Recorded: March 1998

*P10. Survey Type: Intensive

*P11. Report Citation: Sacramento Survey III, Richards Blvd. Special Planning District Survey

*Attachments: ☐NONE ☐Location Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

The south elevation has a metal shed addition and large wood doors containing a smaller metal framed door. The south wing entry is not original. The roof has also been modified. Two metal sheds stand to the south along 16th street and other metal buildings exist on site at the rear. The brick addition on the west contains a large truck door, and the adjacent metal addition to the west has a standard door along North B Street. The building is covered with vines, and four Italian cypress trees mark the major corners of the façade, along with bushes and shrubs.

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 4S7

Page 3 of 3 *Resource Name or # 116 North 16th Street

B1. Historic Name: Sacramento Pipe Works

B2. Common Name: Sacramento Pipe Works

B3. Original Use: Industrial B4. Present Use: Industrial

*B5. Architectural Style: Industrial with Beaux Arts influence

*B6. Construction History:

The building was constructed in 1923. Additions, modifications to rear, roof. Dates: 1956, 1978, 1982.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Metal clad modular industrial structures to the south of the building

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Economic/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921 to 1948 Property Type Economic/Industrial Applicable Criteria C

The Sacramento Pipe Works building was constructed in 1923 at a cost of $35,000 to serve as the new manufacturing plant for the owners, Edward and William Schaw. When constructed, the building's dimensions were 122' X 145' (17,690 sq. ft.). The majority of this floor space was used for steel pipe manufacturing. Expansion of the plant took place twice in later years. In 1956, 9,425 sq. ft. were added to the rear and in 1978, 14,400 sq. ft. were constructed adjacent to the first addition. Both additions increased Sacramento Pipe Works overall floor space to 41,515 sq. ft. Both additions were designed and constructed under the supervision of Gene S. Porter, Inc., a local civil engineering firm. In 1982 Gene S. Porter, Inc., also designed and supervised the structural reinforcement of the building's structure for prevention of earthquake damage. The company and building is now under the ownership of William Schaw, the son of the original owner.

The building is a particularly fine representative of small industrial architecture. The Beaux Arts character of the original Pipe Works building with its tall arched window openings, and the light and airy image created by the building's many windows add elegance to an otherwise utilitarian structure. Though altered, the original structure essentially retains its image, and its additions are not intrusive to its main east elevation. The building appears to be potentially eligible for listing in the National Register of Historic Places, the California Register of Historic Resources, and the Sacramento Register as a Priority structure.

B11. Additional Resource Attributes: None

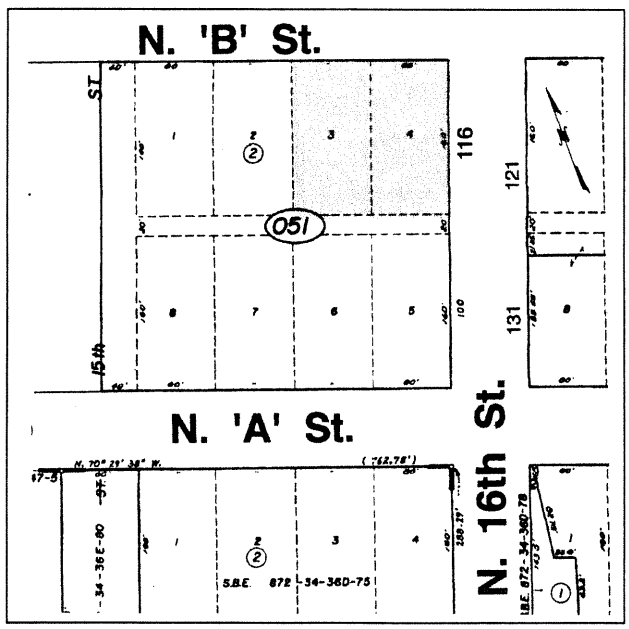
*B12. References: William Schaw, Sacramento Bee, 9/29/23 p. E6, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 4S1
Other Listings
Review Code Reviewer Date

Page 1 of 2 Resource Name or #: 121 N. 16th Street
P1. Other Identifier: Blue Diamond Warehouse
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address: 121 N. 16th Street City Sacramento Zip 95814

*e. Other Locational Data: APN#: 002-0053-003

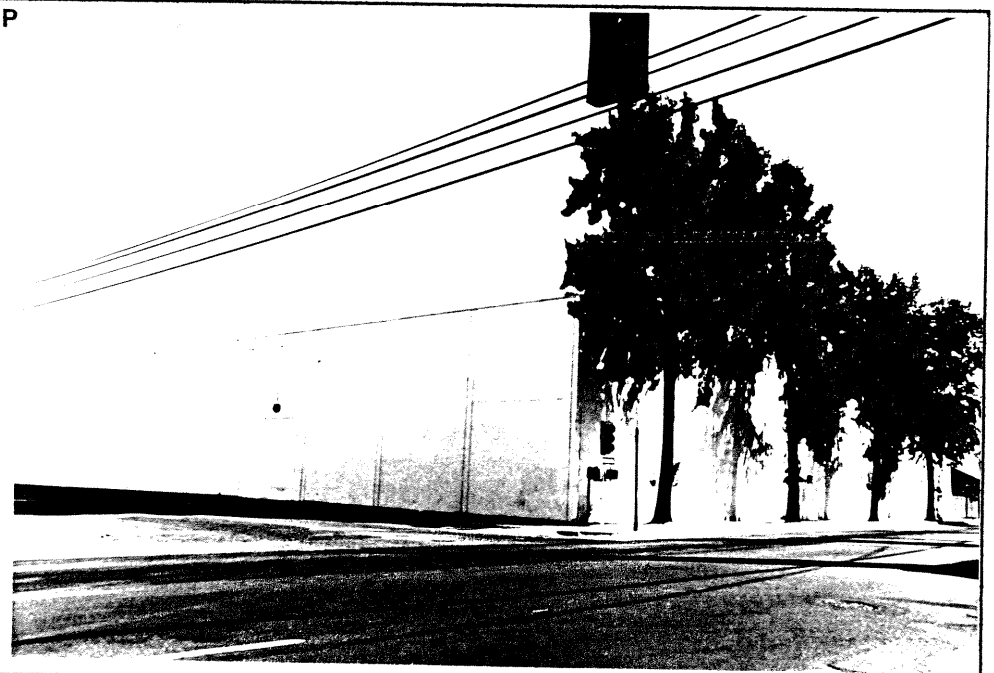
*P3a. Description:

The parcel is essentially covered with one large concrete building in the form of a box. The structure is approximately one and one half stories in height with a horizontal cornice line. Concrete walls are painted white. Access doors are limited on exterior walls on the east, west and north elevations, with primary internal access between this and the other Blue Diamond warehouse structure sddirectly to the south at 1601 North A Street.

The structure is utilitarian and without any ornamentation, purposely functional as a warehouse in form and design. The construction date is less than 50 years of age and the building is non-contributory to the North 16th Street Preservation Area in terms of age, material, form and design. It is sited on the corner of North 16th and North B Streets, and extends to North 17th Street to the east.

*P3b. Resource Attributes: HP8
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)

P



P5b. Description of Photo: View to the southeast 10/97

*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
1965 - 70 estimated

*P7. Owner and Address:
Calif. Almond Growers Exchange
P.O. Box 1768
Sacramento, CA 95812

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type: Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Special Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record
❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record
❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency
_____ Primary
DEPARTMENT OF PARKS AND RECREATION HRI# _____
BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 *NRHP Status Code 4S1
*Resource Address: 121 N. 16th Street
B1. Historic Name: Blue Diamond Warehouse
B2. Common Name: Blue Diamond Warehouse
B3. Original Use: Food Product Warehouse B4. Present Use: Food Product Warehouse
*B5. Architectural Style: Mediterranean Revival influences
*B6. Construction History

The building was constructed in about 1965.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: _____ Original Location:
*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Uknown
*B10. Significance: Theme Warehouse building in industrial area
Area Richards Blvd. Special Planning District
Period of Significance n/a Property Type Commercial/Industrial Applicable Criteria C

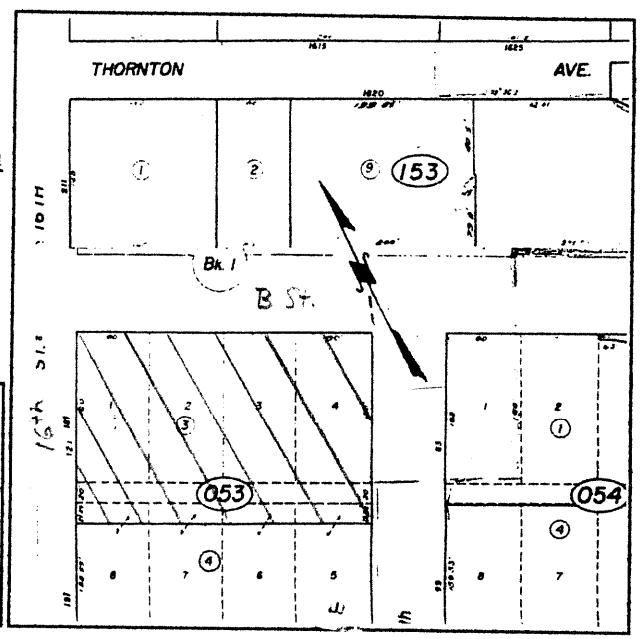
This building is dated after the period of significance for the N. 16th Street Preservation Area. It does not conform in image and character of the Preservation Area. This is a non-contributing property to the N. 16th Street Preservation Area.

B11. Additional Resource Attributes: None
*B12. References:
Sacramento City Directories, Assessor's Records, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC
*Date of Evaluation: March 1998

(This space reserved for official comments.)



DPR 523B-Test (8/94)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D

Other Listings
Review Code | Reviewer | Date

Page 1 of 2 **Resource Name or #:** 200 North 16th Street

P1. Other Identifier: Sacramento Produce Terminal Building

***P2. Location:** ***a. County** Sacramento **b. USGS 7.5' Quad** Sacramento East **Date** 1967

c. Address 200 North 16th Street **City** Sacramento **Zip** 95814

d. Other Locational Data: APN #: 001-0151-005

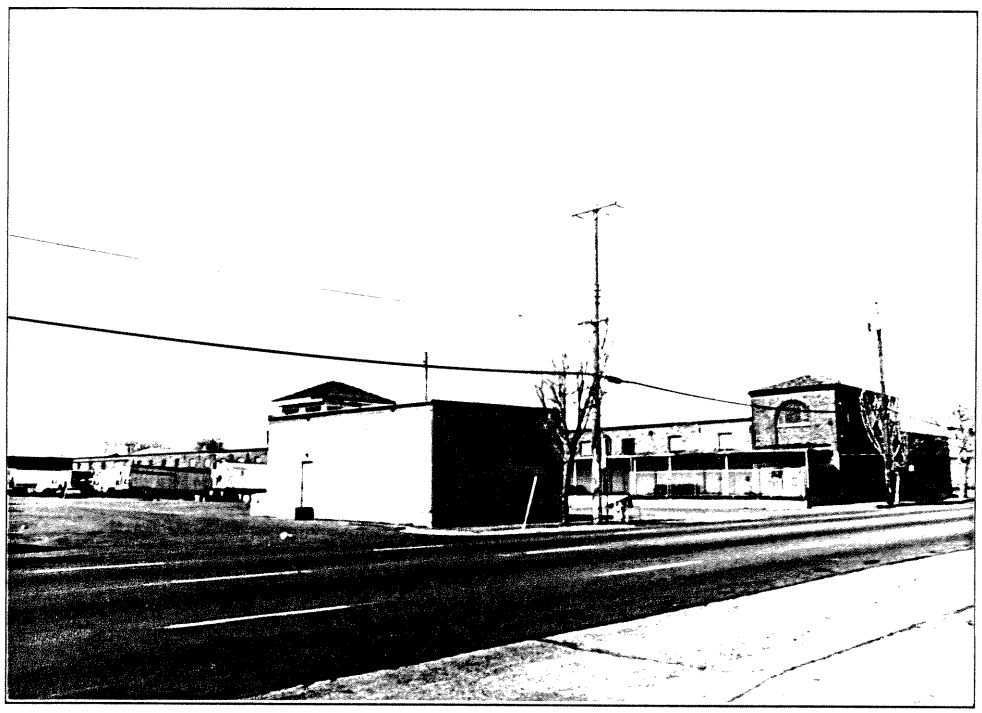
***P3a. Description:**

The large, U shaped, brick structure is comprised of two tall two and one half story sections on each end, connected by a long, U shaped strip of produce storage and service sections. The strip is shorter in height but also two stories, with a loading dock and service doors beneath a row of metal sashed windows. A canopy projects above the service doors. The tall end structures contain large, recessed, blind arched bays with metal sashed inset windows in the top floor, and tiled hip roofs. A small, brick-based tower with a pyramidal roof stands in the center of the opening between the two larger "towers." The exterior of the brick building is newer on the north, and taller and rounded on the west.

A number of alterations have occurred to this service building over time, including both temporary extensions and additions, and new construction, as on the north. The design of the building resembles the Crest Carpet (470 N. 16th Street) building to the north. The building stands near railroad spurs in the industrial end of north Sacramento and on a highway extension that connects major freeways.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other



P5b. Description of Photo:
View to Northwest 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1926, Factual

***P7. Owner and Address:**
Gary L. Barraclough,etal
204 N 16th Street
Sacramento, CA 95814

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5D

Page 2 of 2 *Resource Name or #: 200 North 16th Street

B1. Historic Name: Sacramento Produce Terminal Building

B2. Common Name: A. Levy and J. Zentner Produce Company; Virga Produce Company

B3. Original Use: Commercial Distribution B4. Present Use: Commercial Distribution

*B5. Architectural Style: Mediterranean Revival

*B6. Construction History:

The building was constructed in 1926. A number of alterations have occurred to this service building over time, including both temporary extensions and additions, a new construction, as on the north.

*B7. Moved? ☒ No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Railroad tracks at rear

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Economic/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921 to 1948 Property Type Warehouse Applicable Criteria C

This address was the first listing for the Sacramento Produce Terminal Building, erected in 1926. Since that time, the building has served as a storage and distribution facility for a number of produce companies. Among the produce companies with the longest occupancies are the A. Levy and J. Zentner Produce Company (1932-present), the Virga Produce Company (Joseph Virga, founder) 1933 to present, the Turlock Produce Company (1926-1943), and the Quong Fung Produce Company 1926-1943.

In addition to these enterprises were many short-lived or transient occupants, who found the building's location and size suitable for their business activities.

The large building complex is primarily important as a principal distribution center for produce over a period of more than fifty years. Its proximity to industrial Sacramento and railroad access is logical. The design of the building's main towers is very similar to that of the Crest Carpet (470 N 16th) building, and several other structures in the area, possibly built or designed by the same individual company. The Terminal contributed importantly to the development of Sacramento during the many years it served as the main terminal and produce distribution point for the region. The property is a Contributing structure in the North 16th Street Preservation Area.

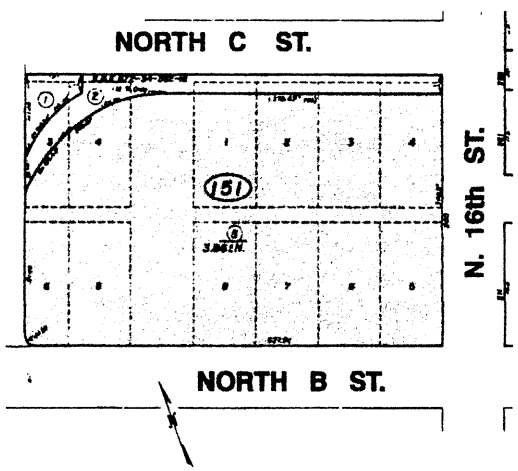
B11. Additional Resource Attributes: None

*B12. References: Sacramento City Directories 1926-1982

B13. Remarks:

*B14. Evaluator: Paul Boghosian, HEC

*Date of Evaluation: March 1998



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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D1

Other Listings
Review Code | Reviewer | Date

Page 1 of 2 *Resource Name or #: 215-217 North 16th Street

P1. Other Identifier: Russell Brothers Company

*P2. Location: *a. County Sacramento *b. USGS 7.5' Quad Sacramento East Date 1967

c. Address 215-217 North 16th Street City Sacramento Zip 95814

d. Other Locational Data: APN#: 001-0153-001

*P3a. Description:

The one story building is formed of intersecting gabled rectangles with clay tile roofs. The facade of the brick building contains a series of show windows beneath a clerestory, and large truck bay openings. The north elevation contains a series of recessed bays with metal-sashed windows, and door openings.

Alterations have been made to the north elevation, with the window closure of the bays and the insertion of walls and doors. The facade truck bays have been closed and a door and window installed. Show windows have been modified, and sign frame added to the building.

It stands on a busy main thoroughfare that connects two large freeway systems.

*P3b. Resource Attributes: HP39, One Story Commercial

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other

P5b. Description of Photo:
View to Northeast 10/97

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1937 Factual

*P7. Owner and Address:
Doris M. McDonald c/o
8350 Fair Oaks Blvd. #317
Charmichael, CA 95608

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Ct. Carmichael

*P9. Date Recorded: March 1998

*P10. Survey Type: Intensive

*P11. Report Citation: Sacramento Survey III, Richards Blvd. Special Planning District Survey

*Attachments: ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5D1

Page 2 of 2 *Resource Name or # 215-217 North 16th Street

B1. Historic Name: Russell Brothers Company B2. Common Name: Ruland's Office Furniture/SOS

B3. Original Use: Commercial Distribution B4. Present Use: Commercial Distribution

*B5. Architectural Style: Vernacular

*B6. Construction History:

The building was constructed in 1937. Several bays and show windows have been modified.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Commercial/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921-1948 Property Type Warehouse/Distribution Applicable Criteria C

Constructed in 1937, this building was originally the home of the Russell Brothers Company, an automobile parts distributor. Russell Brothers operated from this location until 1943 when J.N. Blair and Company, a commercial refrigeration business moved into the building, occupying the north end of the building at 217. The south end of the building was occupied by James McMahon Liquors (213) and McMahon Restaurant (215). Blair and Company stayed in the building until 1954 when California Market Equipment, a store fixture business moved in.

The current owner, McDonald Food Equipment Company, bought the building in 1962 and has operated the business from there ever since.

The building lacks architectural or historical significance. Its primary value is as a component of the brick industrial building tradition so prevalent in its vicinity and in this area. Its image contributes visually to this setting, and is a Contributing Structure in the North 16th Street Preservation Area.

B11. Additional Resource Attributes: None

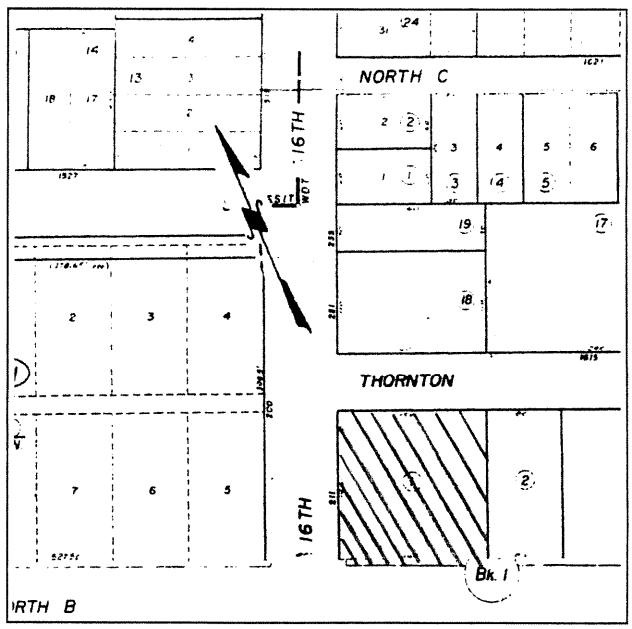
*B12. References: Sacramento City Directories (1937-1982), Assessor's Records

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5S1

Other Listings
Review Code | Reviewer | Date

Page 1 of 2 ***Resource Name or #:** 221 North 16th Street
P1. Other Identifier: W.A. Ward Seed Company
***P2. Location: *a. County** Sacramento ***b. USGS 7.5' Quad** Sacramento East **Date** 1967
c. Address 221 North 16th Street **City** Sacramento **Zip** 95814
d. Other Locational Data: APN# : 001-0152-018

***P3a. Description:**

The reinforced concrete building is two stories in height, with minimal references to Spanish or Mediterranean Revival stylistic origins. Ground floor bays with store front openings extend the length of the North 16th Street facade. Industrial sash tilt-out windows light the second floor, and clay tile ornaments the stepped facade parapet and shallow second floor canopy. Alterations have occurred to the entire first floor including show windows and entries.

***P3b. Resource Attributes:** HP39, two story commercial/industrial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other

P5b. Description of Photo: View to East 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1925 Factual

***P7. Owner and Address:**
Gary K & Victoria Wood TR
4805 Brompton Ct.
Carmichael, Ca 95608

***P8. Recorded by:**
Paul Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5S1

Page 2 of 2 *Resource Name or # 221 North 16th Street

B1. Historic Name: W.A. Ward Seed Co. B2. Common Name: Wood Bros. Carpet and Linoleum

B3. Original Use: Seed manufacturing and retail B4. Present Use: Retail

*B5. Architectural Style: Vernacular, minor Spanish Colonial Revival references

*B6. Construction History:

The building was constructed in 1925. All show windows on the first floor have been modified. The truck door openings that flank the show window area have been modified. Some changes in openings have been made to the south elevation.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Commercial/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921 to 1948 Property Type Warehouse Applicable Criteria C

The structure was built in 1925 by the W.A. Ward Seed Co. to serve as store house and facility to mill and clean incoming seed. It also housed general offices of the company. The first floor was originally 18,000 sq. ft., with second floor balcony area of 12,000 sq. ft. surrounding the central open area. The main floor contained three stores, a garage space, and a fumigating room to kill insects in the seed. Fumigated seed was then conveyed to the second floor for milling, sacking and weighing. Due to alterations and limited significance, the building does not appear to meet eligibility criteria for listing on the National Register of Historic Places but is a Contributing structure in the North 16th Street Preservation Area.

B11. Additional Resource Attributes: None

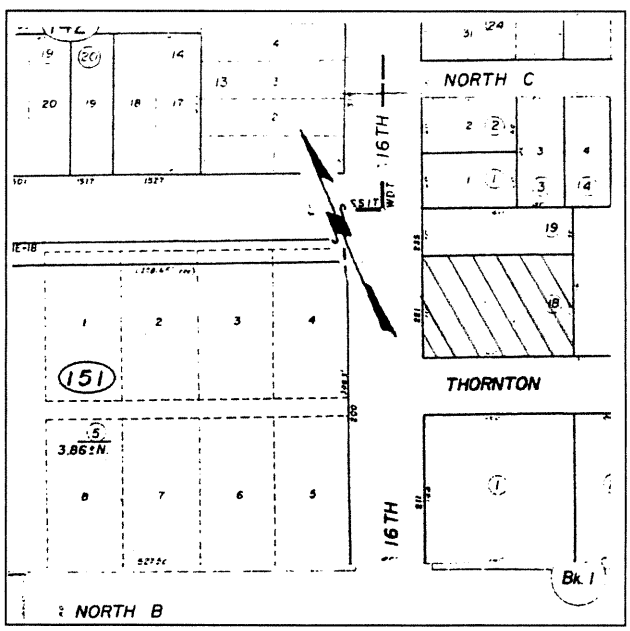
*B12. References: Sacramento City Directories, Sanborn Insurance Maps, Assessors Records

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5D1

Other Listings
Review Code | Reviewer | Date

Page 1 **of** 2 ***Resource Name or #:** 235 North 16th Street

P1. Other Identifier: Western Body Co.

***P2. Location:** ***a. County** Sacramento ***b. SGS 7.5' Quad** Sacramento East **Date** 1967

c. Address 235 North 16th Street **City** Sacramento **Zip** 95814

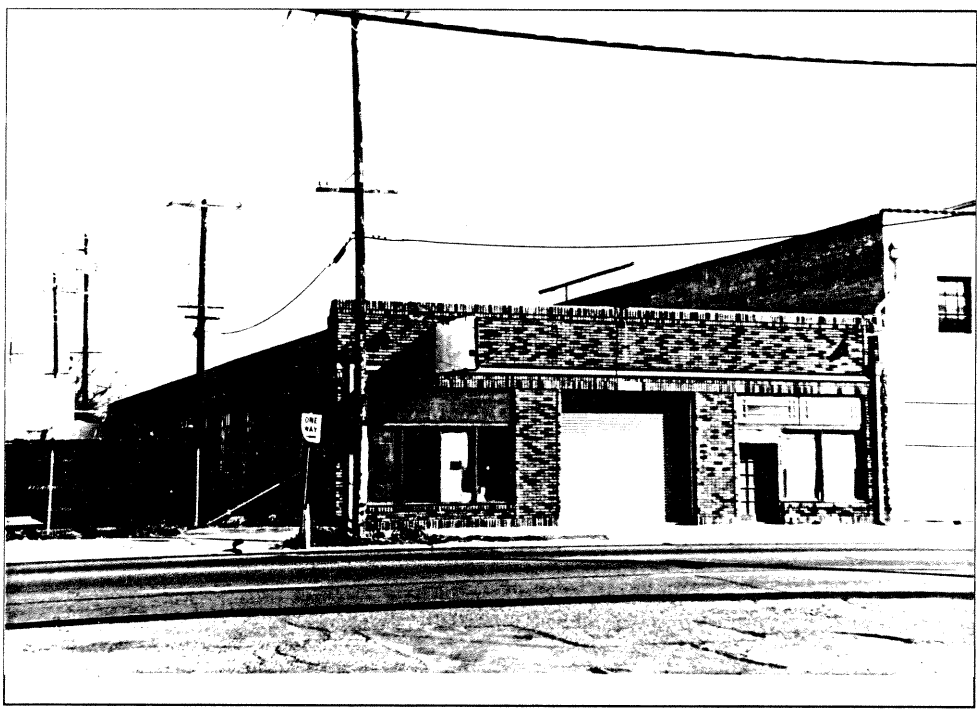
d. Other Locational Data: APN #: 001-0152-019

***P3a. Description:**

The one story brick structure stands adjacent to Woods Brothers and may serve as additional storage for the business. The building contains two show window areas that flank a central truck door bay. Original clerestory windows with decorative muntin treatment light upper window areas on the south end, while those on the north have been removed or covered. Ornament is limited to simple horizontal and vertical brick banding in the frieze and bay area. The windows have been altered.

P3b. Resource Attributes: HP8

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other



P5b. Description of Photo:
View to East 10/97

***P6. Date Constructed/Age and Source:** ☒ Historic ☐ Prehistoric ☐ Both
1927 Factual

***P7. Owner and Address:**
Gary K. & Victoria G. Wood
4805 Brompton Ct.
Carmichael, CA 95608

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Ct. Carmichael

***P9. Date Recorded:** March 1998

***P10. Survey Type:** Intensive

***P11. Report Citation:** Sacramento Survey III, Richards Blvd. Special Planning District Survey

***Attachments:** ☐NONE ☐Location Map ☐ Continuation Sheet ☒ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 5D1

Page 2 of 2 *Resource Name or #: 235 North 16th Street

B1. Historic Name: Western Body Co. B2. Common Name: Western Body Co.

B3. Original Use: Auto related B4. Present Use: Unknown

*B5. Architectural Style: Vernacular

*B6. Construction History:

The building was constructed in 1927.

*B7. Moved? ☒ No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Commercial/Industrial Area Richards Blvd. Special Planning District

Period of Significance 1921-1948 Property Type Warehouse Applicable Criteria C

The building was constructed in 1927 as the Western Body Co. The central truck door and window configuration substantiate its original use as auto related. The small vernacular brick building is a Contributing structure in the North 16th Street Preservation Area.

B11. Additional Resource Attributes: None

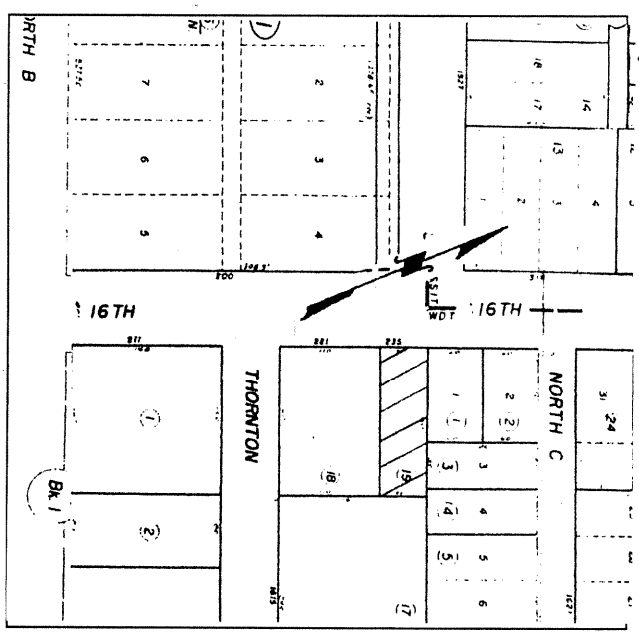
*B12. References: Sacramento City Directories, Sanborn Insurance Maps, Assessor's Records

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

Date of Evaluation: March 1998

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 5
Other Listings
Review Code Reviewer Date

Page 1 of 1 Resource Name or #: 83 N. 17th Street
P1. Other Identifier: Capital Machine & Welding Works
*P2. Location: *a. County Sacramento b. USGS 7.5' Quad Sacramento East Date 1967
c. Address: 83 N. 17th Street City Sacramento Zip 95814
*e. Other Locational Data: APN#: 002-0054-001

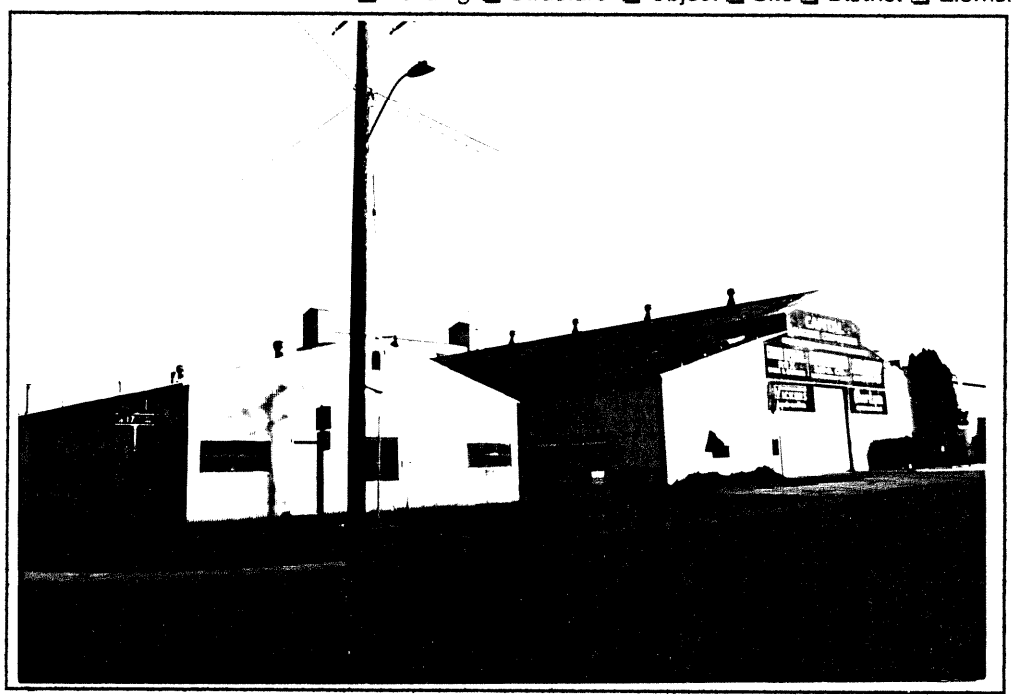
*P3a. Description:

The property contains two wood frame structures sheathed in corrugated metal sheeting. The principal building is larger, approximately one and one half stories, housing the working activities, while the other is a small storage building. The central gabled section of the principal building projects above the shed-roofed side sections and contains a row of clerestory windows on the north and south elevations that allow natural light into the interior.

The western elevation contains a large central truck opening, and two smaller openings; a standard door and small metal sash window with a corrugated metal awning. Signs hasve been painted on this facade announcing the name of the business and some of its functions with brand names for those functions.

The north elevation contains windows similar to that of the facade, also fitted with awnings.
The small gabled storage building stands to the north and contains three disparate metal sash windows and a door on the western elevation and windows with awnings on the north elevation. Modifications appear to be minimal.

*P3b. Resource Attributes: HP8
*P4. Resources Present: ■ Building ❑ Structure ❑ Object ❑ Site ❑ District ❑ Element of District ❑ Other (Isolates, etc.)



P5b. Description of Photo: View to the south east

*P6. Date Constructed/Age and Source: ■ Historic ❑ Prehistoric ❑ Both
1947 estimated

*P7. Owner and Address:
Capital Machine & Welding Works
83 N. 17th Street
Sacramento, CA 95814

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type:
Intensive

P11. Report Citation*: Sacramento Survey III, Richards Blvd. Special Planning District

*Attachments: ❑ NONE ❑ Location Map ❑ Sketch Map ❑ Continuation Sheet ■ Building, Structure, and Object Record ❑ Linear Resource Record ❑ Archaeological Record ❑ District Record ❑ Milling Station Record ❑ Rock Art Record ❑ Artifact Record ❑ Photograph Record ❑ Other (List)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 1 of 1 *NRHP Status Code 5D

*Resource Address: 83 N. 17th Street

B1. Historic Name: Captial Machine & Welding Works

B2. Common Name: Captial Machine & Welding Works

B3. Original Use: General machine & welding shop B4. Present Use: General machine & welding shop

*B5. Architectural Style:

*B6. Construction History: The building was constructed approximately 1945.

*B7. Moved? ■ No ☐ Yes ☐ Unknown Date: Original Location:

*B8. Related Features: Small similar storage building north of the Machine works.

B9a. Architect: Unknown b. Builder: Uknown

*B10. Significance: Theme Industrial building in industrial area

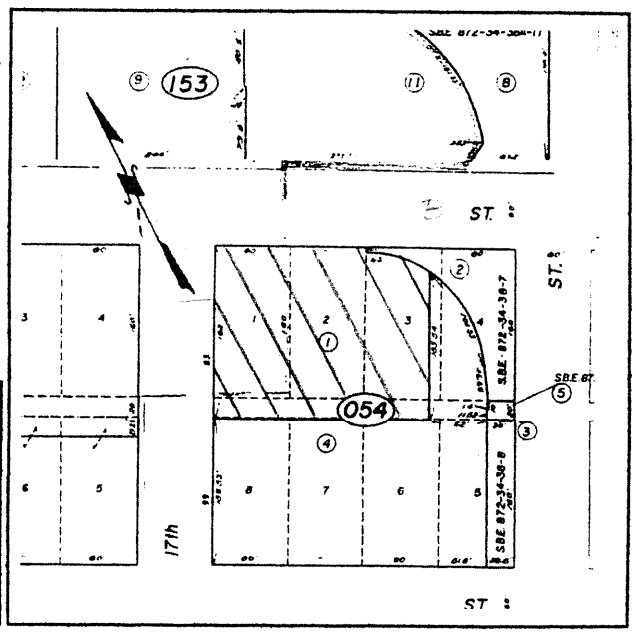
Area Richards Blvd. Special Planning District

Period of Significance 1947-1948 Property Type Commercial/Industrial Applicable Criteria C

In 1947 Capital Machine & Welding Works moved from its prior location, 1606 D Street, to 83 N. 17th Street. Theodore S. Kline and Kay Rogers were the proprietors. Kline passed away in 1961 and Rogers assumed control of the company and operated it for many years.

The building is a good example of a building type once common in Sacramento and an important functional feature of most industrial activities. The wood frame structure, sheathed in corrugated metal sheeting, created a building type that provided a maximum of flexibility and a minimum of maintenance in housing almost any manufacturing activity from foundries and metal fabrication to cabinetry construction, wood working, machine tooling, automobile servicing, aircraft maintenance, railroad manufacturing and storage service and many other light and heavy industrial needs. The ubiquitous building form, easily modified to serve specific needs and in use in many parts of the world as well as the United States, is still a valid and popular "housing" solution for utilitarian activities.

While once ubiquitous in Sacramento, the type has been gradually replaced over time with more permanent structures and has become less common. The vast Southern Pacific Railyards once contained many of these structures that have since been removed, along with small auto service facilities, aircraft, machining functions and metal fabrication uses, etc. that are now managed in entirely different ways. The Capital Machine and Welding Works remains as a good example of this important building type whose use has provided an important vehicle which both allowed and encouraged the region's growth. The building has been minimally altered and its image strongly conveys an important component of the city's industrial history. The building contributes to the character and industrial image of the North 16th Street Preservation Area.



B11. Additional Resource Attributes: None

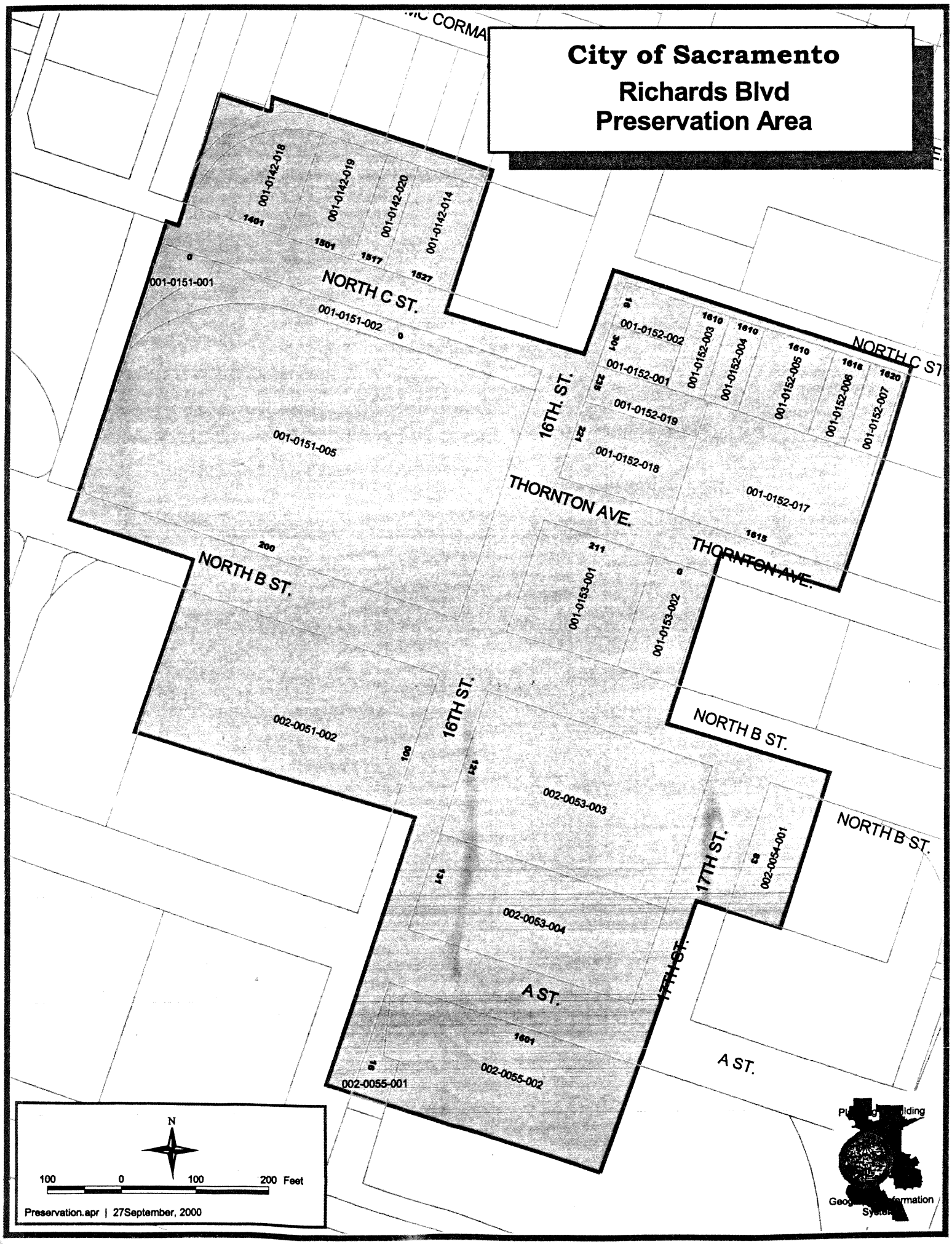
*B12. References:
Sacramento City Directories, Assessor's Records, Sanborn Insurance Maps

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)

*These items consist of required information.


City of Sacramento
Richards Blvd
Preservation Area
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001-0142-019
001-0142-020
001-0142-014
1401
1501
1517
1527
001-0151-001
NORTH C ST.
001-0151-002
001-0151-005
16TH. ST.
001-0152-002
001-0152-003
001-0152-004
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001-0152-007
001-0152-001
001-0152-019
001-0152-018
001-0152-017
NORTH C ST
THORNTON AVE.
THORNTON AVE.
NORTH B ST.
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001-0153-002
002-0051-002
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NORTH B ST.
002-0053-003
NORTH B ST.
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APPENDIX D: CULTURAL RESOURCES, HEC River District Historic Survey, 2009

RIVER DISTRICT

ARCHITECTURAL AND HISTORICAL PROPERTY SURVEY UPDATE

Prepared for the
City of Sacramento

by

Historic Environment Consultants
5420 Home Court
Carmichael, California

July 2009

TABLE OF CONTENTS

INTRODUCTION

Historic and architectural Surveys have been formerly conducted within the Richards Boulevard Area, now identified as the River District, for the purpose of identifying significant cultural resources. The current Survey is an update of the Survey conducted in January 1999, as well as earlier surveys within the area. The Survey has identified and evaluated significant residential and non-residential individual properties, and a historic district, within the study area, constructed before 1959 (fifty years ago).

Resources within the area have been reviewed, researched, and evaluated according to various attributes including type of structure, use, construction type, condition, style, contribution to the area, and potential eligibility for listing in the National Register of Historic Places. The Survey process included extensive historic research regarding the study area to gain an understanding of its past, its present evolution, and a development of context for the evaluation of its resources. References included original government documents and archives, personal and public histories, periodicals and publications, private documents and collections, and oral histories. This information will guide the City planning process and help determine preservation and development opportunities within the area.

The Survey utilized the given boundaries as delineated in the Boundary Map (Exhibit A), as well as eligibility criteria for listing of properties in the Sacramento Register of Historic & Cultural Resources and the California Register of Historic Resources. The survey boundaries are slightly different from the area surveyed in 1999, and exclude Blue Diamond Growers properties.

This report is an update of the earlier report noting pertinent changes and including additional information. Resources that have achieved importance during the last fifty years, but not previously noted due to lack of age, are now included.

CRITERIA FOR EVALUATION

Evaluation criteria utilized in this Survey are those adopted by the City of Sacramento. Evaluation criteria are based primarily upon associations of a property with persons or events possessing a degree of local historic or cultural importance, or upon architectural values and/or noteworthy construction techniques, and utilize the Sacramento Register of Historic & Cultural Resources criteria, described as follows:

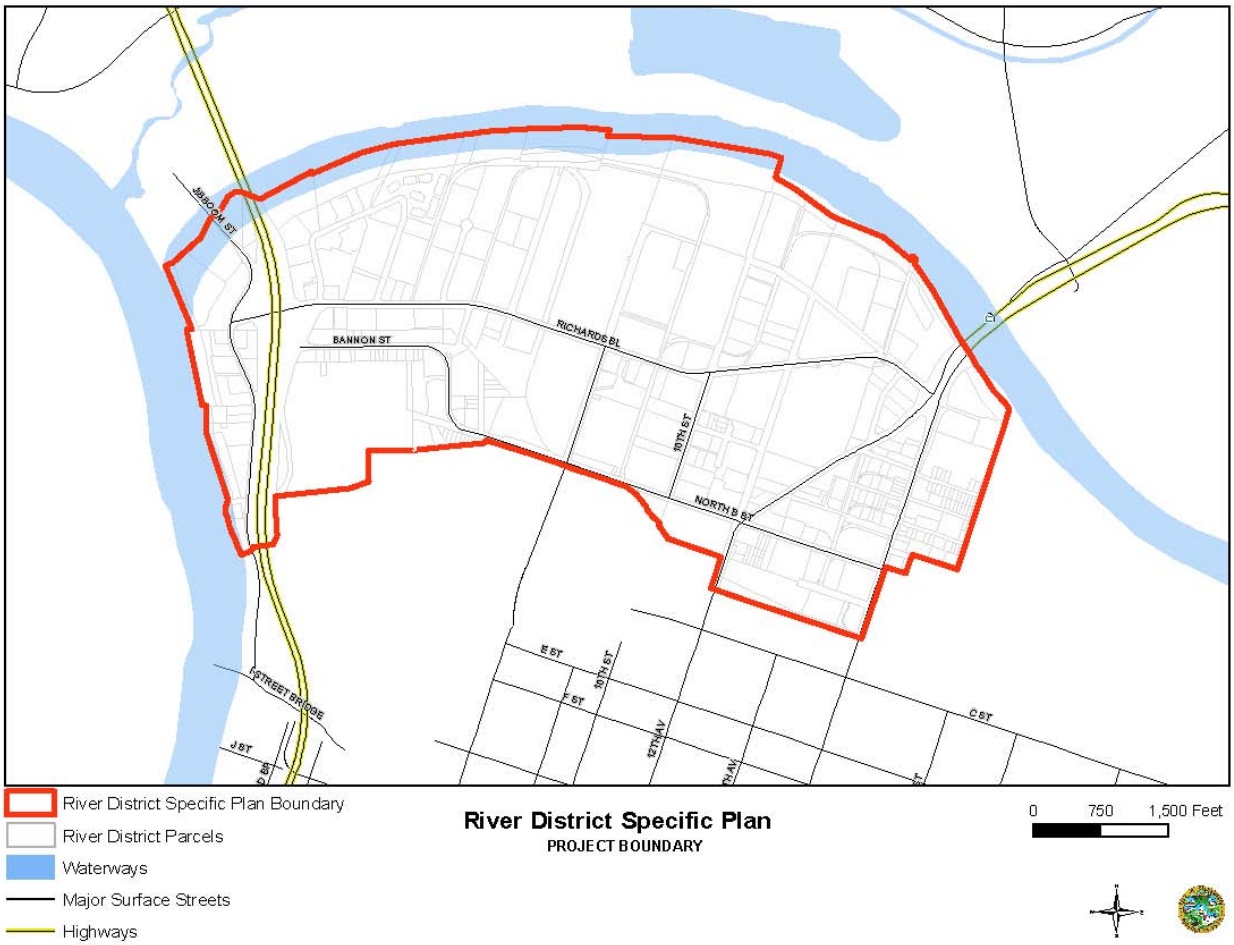
The resource must meet one or more of the following:

i.. it is associated with events that have made a significant contribution the broad patterns of the history of the city, the region, the state or the nation;

ii. it is associated with the lives of persons significant in the city's past;
iii. it embodies the distinctive characteristics of a type, period, or method of construction;
iv. it represents the work of an important creative individual or master;

v. it possesses high artistic valuses; or
vi. it has yielded, or may be likely to yield, information important in prehistory or history of the city, the region, the state or the nation

and has integrity of location, design, setting, materials, workmanship and association, and has significant historic or architectural worth.

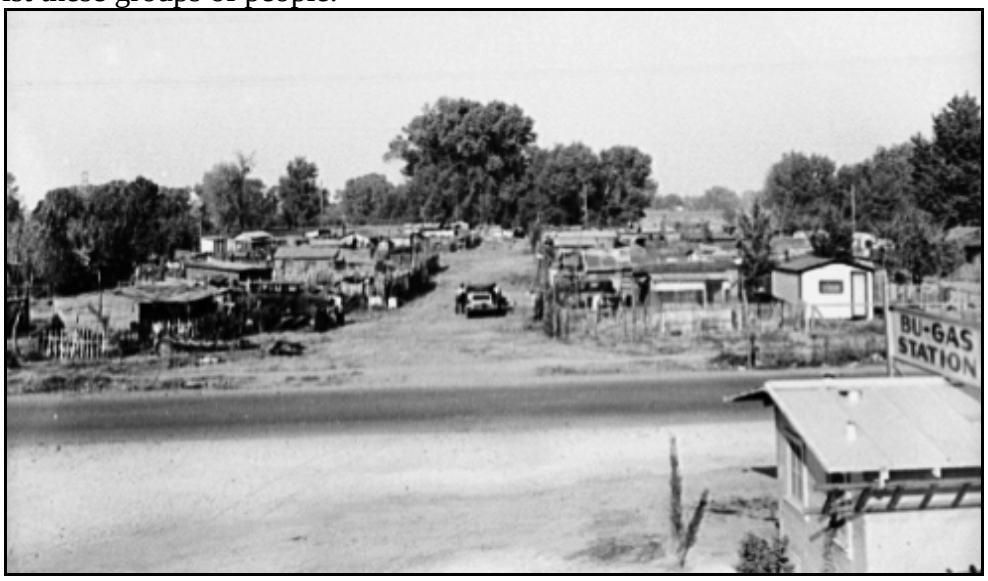


SUMMARY

The Richards Boulevard Project Area/River District roughly encompasses land along the northern edge of the Old City grid and the American River, bounded on the east by the Blue Diamond Company properties and on the west by the Sacramento River. This area is part of the American River Basin drainage system and has experienced several events over time that have shaped its current uses and conditions. Nestled in a curve of the American River, it has long been subject to floods and marshland conditions. Its location, adjacent to one of the West's largest former industrial sites, has also limited its development for other than primarily industrial uses. The structures found in the Area largely reflect that heritage and include an attractive grouping of brick buildings used for industrial and warehouse functions as well as some modest residential buildings.

Also located in the District are a significant water filtration plant, and an important former power generation and distribution facility. In contrast, the District additionally contains small neighborhoods of residential buildings. Though rather modest in size and design, the Dreher-Basler neighborhood represents a small residential island amid the busy thoroughfares, warehouses, industrial and light manufacturing structures, truck and distribution companies, and transient population.

The social history of the District includes, as well, its attraction to transients, the homeless, and seasonal agricultural workers that dates at least back to the Great Depression, and the creation of Hoovervilles and hobo jungles in the area and along the American River. This activity has been widespread throughout the area for a number of years, and appears to have affected land use and development patterns of this area to some extent, as well as that of the Gardenland area to the north across the American River. This tradition continues to the present, with some support agencies now located in the area to assist these groups of people.



Hoovervilles, such as the one at right, sprang up in the River District during the Depression.

One potential historic district, one utility complex and one commercial building appear to meet criteria for listing in the National Register of Historic Places: the industrial area along North 16th Street, with its collection of attractive utilitarian and brick buildings, the Sacramento City

Water Treatment Plant complex, and the Sacramento Pipe Works. The former P.G.and E. Power Plant designed by Willis Polk also appears to meet National Register of Historic Places eligibility criteria. Some additional structures also within the Project Area appear to meet criteria for listing in the California Register of Historical Resources and the Sacramento Register of Historic & Cultural Resources. The area surveyed is approximately 1320 acres in size.

An overview synopsis of the area's evolution is included in order to provide a context for this update report. The Richards Boulevard area, now known as the 'River District,' has a long history associated with the evolution of Sacramento and the surrounding region. Located directly north of the central city district of Sacramento, it has reflected city development in a variety of ways. Several factors have contributed to the type, extent, and character of growth that has occurred within the project area since the founding of the city.

OVERVIEW

The area known as the River District area lies directly north and adjacent to the downtown business district of the City of Sacramento. The area is separated from the urban center of Sacramento by the Southern Pacific Railroad yards (sold to Union Pacific and now owned by Thomas Enterprises and the City of Sacramento,) currently referred to as the Sacramento Railyards, and railroad levee on the south. Interstate Freeway 5 intersects the western border of the area near the Sacramento River. The American River forms the northern boundary, and the Blue Diamond Growers property serves as a boundary on the east of the designated area. Three bridges access the area: the I Street Bridge, the Jibboom Street Bridge and the American River Bridge.

The District is situated just south of the Natomas District in the American Basin with its rich alluvial agricultural lands. This Basin extends from the confluence of the Sacramento and American Rivers to six miles beyond the junction of the Sacramento and Feather Rivers. In the era prior to historic settlement, area inhabitants included the Nisenan Native Americans who spoke a language related to that of the southern Maidu tribes in California.

The area is part of the large American River Basin natural drainage system, and subject to flooding. The proximity of the area to the American River and its confluence with the Sacramento River has exacerbated existing drainage and flooding situations over time. The construction of river levees and the reclamation of nearby lands in the 20th century have largely alleviated flooding and swampy conditions.

The River District area did not fully develop as a prime site for commercial or residential development, primarily as a result of its flooding potential, poor drainage, and inadequate access to the central portion of the city. Its physical isolation from the central city due to the location of the Southern Pacific Railyards between the area and the city probably accounted for its late annexation to the city and its resulting limited development potential. The presence of the railyards themselves with their industrial activities also dictated aspects of its development. Additionally, two busy highways traversed the area. Consequently, the land uses in the area developed as primarily industrial, distribution, warehousing and transportation uses. These ranged widely from small manufacturing activities to a major cannery, large trucking companies, a substantial amount of oil

and petroleum product storage, food product manufacturing and major produce distribution. Prior to this, much of the area was officially designated as swamp land by the Federal government.

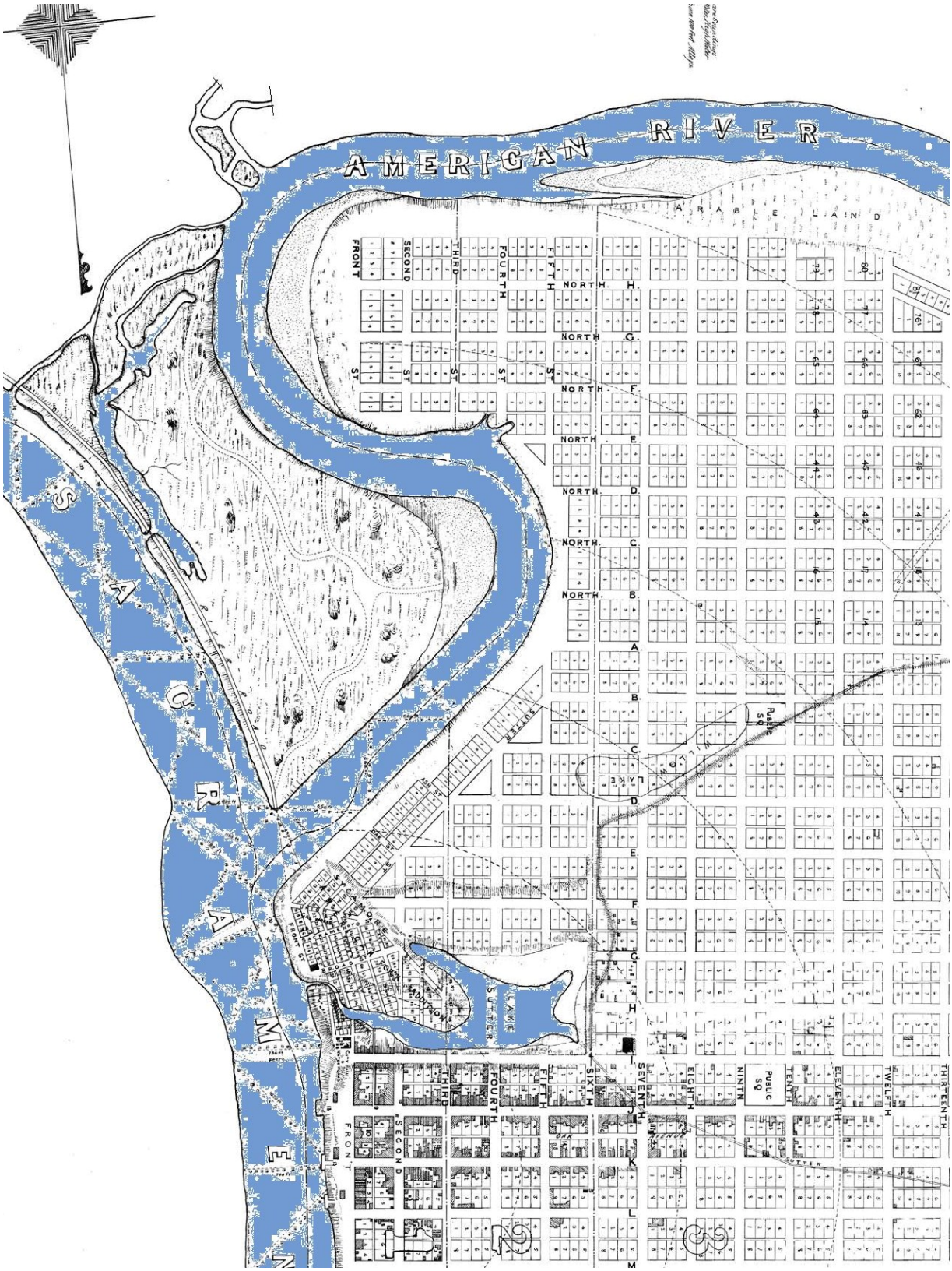
The first European settlement in the Sacramento area was Sutter's Fort, established near the banks of the American River in 1839 by John Sutter, a Swiss immigrant. With the subsequent discovery of gold near Sutter's sawmill in Coloma in 1848, the area became flooded with gold seekers and settlers, and the survey, designation, and settlement of lands in this region began. Sutterville was the first town, laid out by Sutter in the late 1840s. However, Sacramento City grew and prospered at a site more northerly, at the conjunction of the Sacramento and American Rivers, and bypassed the Sutterville site which was soon abandoned as a separate settlement.

The original geographical configuration of the American River in this area was somewhat different than today. The American River originally emptied into the Sacramento River through Sutter Slough, near the present location of the Southern Pacific Railroad Sacramento Depot, now named the Sacramento Valley Station. In 1868, another new channel for the river was created by deepening the slough north of the original location, creating a new river channel north of it, and blocking the original channel.

When the river was relocated farther to the north, a flood plain area between it and the city was created. Some years later, the Southern Pacific Railroad proposed widening and strengthening the levee north of the city, if the city would allow the storage of extra cars on the levee. The city agreed and the levee was strengthened substantially. However, the Southern Pacific Railyards and the railroad levee have constituted a visual and physical barrier between the City and this area since their construction in the nineteenth century. In the 1860s, the area abandoned by the river provided much infill for the raising of the downtown streets. By 1905, the former river channel had been reclaimed. This area constitutes most of the western portion of the present River District area.

This “reclaimed” area was not only continually subject to floods, it also was a natural drainage area. The land north of the river was particularly prone to swampland. Lying within the American River Basin, the swamp and overflow area remained essentially unusable until reclaimed by Natomas Consolidated of California, successor to Natomas Water and Mining Company. In 1900, reclamation of the area began on a large scale. In l911, Reclamation District 1000 was organized, and the reclamation work the Natomas enterprises proposed to then undertake was the largest private enterprise of its kind in the United States up to that time (Castenada, Docken, Pitti, Ide, 1984). The project is significant in the technological history of the state, and transformed the area on the north side of the American River, north of the River District into rich and viable ranch and settlement land.

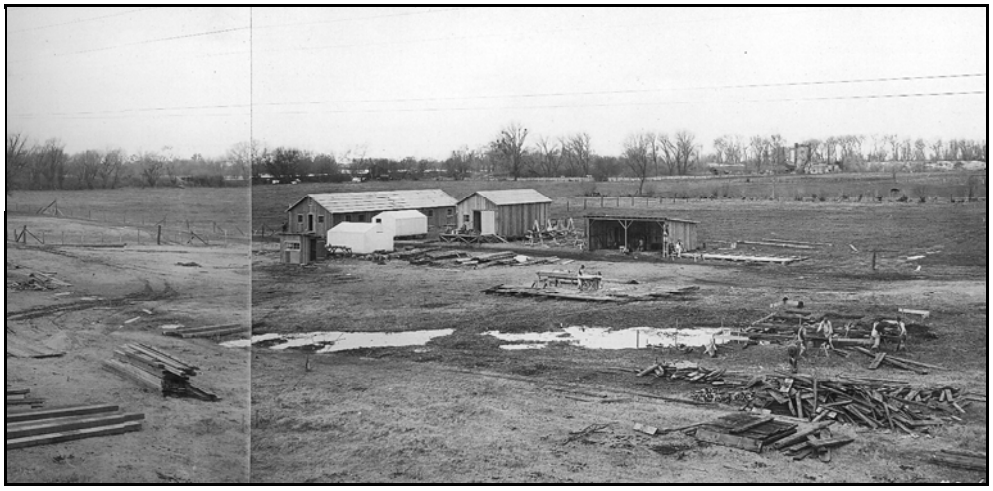
The construction of the new levee system of the lower tract, District #1000, north of and across the river from the River District, began in 1912. The levees, cross canal, drainage and irrigation canals, and ditches were completed between 1914 and 1915. Work continued twenty four hours a day, with teams of men living on site in camps or on sledges that could be towed alongside the work. The drainage system consisted of 125 miles of ditches and canals and two large pumping plants (Miller, 1985). By 1918, the land was available for sale to farmers, and the principal



In 1868, another new channel for the river was created by deepening the slough north of the original location, creating a new river channel north of it, and blocking the original channel. When the river was relocated farther to the north, a flood plain area between it and the city was created. On some maps it is labeled 'Boston.'

settlement and agricultural production of the area began. The settlement and growth of this area just to the north, was to have direct effects upon the development and growth of the River District area.

The River District in 1921, during initial construction of the Water Filtration Plant, was mostly vacant grazing land.



Another key element governing the extent and kind of growth the area was to experience were the bridges providing access to and through the area. The earliest bridges in the area appear to have been the Swift Bridge and Lisle's Bridge. Swift Bridge was constructed during the 1850s at the mouth of the American River. This bridge washed away in l861. Rebuilt soon after, it washed away once more in 1862. The crossing of the American River at 16th Street was the site of Lisle's Bridge, an early and important link connecting Sacramento to the gold mines.

The current bridge over the American River, constructed in 1915, crosses the river at 16th Street at approximately the same location. Before 1915, the Sacramento 16th Street Bridge carried most of the traffic entering the city from the north. In 1915, the original five-span Sixteenth Street Bridge over the American River was constructed for the Lincoln Highway. It was widened in 1935 and extended in 1941. A parallel structure was added in 1958.

The Lincoln Highway, first mapped in 1913, was the first coast to coast road in America. It began at Times Square in New York and ended at the Pacific Ocean in Lincoln Park in San Francisco. It was initially planned to encourage attendance at the 1915 Panama Pacific Exposition in California and as a memorial to President Lincoln. The successful publicity of the Highway project fueled a great surge of highway improvement in conjunction with the increased production of automobiles in the country. The routing of a portion of the Lincoln Highway through Sacramento along 16th Street encouraged auto and truck travel, both commercial and recreational.

The presence of the bridge and highway generated the establishment of several early auto camps in the area, perhaps helping to set the stage for the transient population that characterizes it still today. This route has become a modern highway, carrying traffic both through and to the area. Other modern bridges serving the Richards Boulevard general area include the I Street Bridge (not included in this Survey), and the Jibboom Street Bridge, built in 1931.

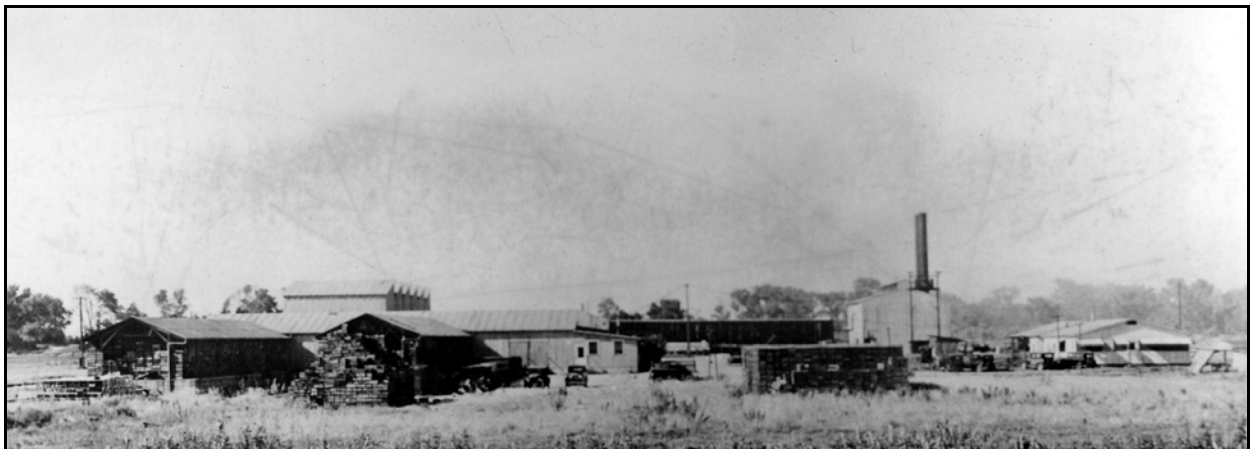
The lower value of the land due to drainage issues made it an early focus for a variety of industrial uses. In the early 1920s, the City constructed a large new filtration plant on the west side of the area, near the Pacific, Gas & Electric Company's new 1912 substation on Jibboom Street designed by Willis Polk, that converted steam to electricity. Since both facilities depended upon a substantial amount of available water in order to function, they were both located near the Sacramento River. A major trucking firm located along North 16th Street, and a large produce distribution center was established in 1926. Others saw a potential for modest housing subdivisions in the area and began a small development east of North 16th Street. Later, a major cannery and canning manufacturer settled in the area. Auto camps sprang up along North 12th and North 16th Streets to service travelers to Sacramento from the north and east. Light manufacturing establishments, a number of oil, gas and petroleum distribution centers, food production factories and warehouses were also important long term tenants of the area. Transients and seasonal agricultural workers also found inexpensive "lodging" sites in this area - sometimes renting very small plots of land from a common landlord upon which they were left to create whatever dwelling they could manage. Some areas remained vacant and undeveloped.

There were some 'pioneers' that played a large part in the settlement of this area. One of them was William H. Basler, for whom a street east of North 16th Street was named. By 1913, Basler, a fuel supplier, owned most of the land between North 12th and North 16th Streets above North B Street. Basler had a wood yard and sold coal in the area. Martin Basler, a relative and engineer specializing in levee design and building, also lived in the area. He built and lived in a house close to the American River to demonstrate his faith in the levee's strength. Martin also had two quonset huts erected on Vine Street (later Richards Blvd.) about three years after World War II.

In 1921, William Dreher purchased a 25 acre ranch along 16th Street in this area and began to develop the land from pasture. In time he established a dairy in the area with throughbred Holstein cows. He built up a good trade and sold young stock to clients as far away as the Hawaiian Islands. His head bull was the half brother of the State Fair champion in 1922. Soon afterward, Dreher began to subdivide his ranch and lay out town lots and factory sites. He was one of the first in the area to lay out streets. He improved the land with curbs, gutters, and sold the lots to homemakers. He also had a service and oil station at 16th Street at the junction of Marysville Road and the American River crossing. Later ventures included the subdivision and sale of summer lots and resort sites at Lake Tahoe. A street in this area bears his name.

The Bercut-Richards Cannery represents a major effort by Tom Richards Sr. to develop an industrial park along Richards Boulevard. He succeeded in efforts to make the Cannery active and viable, and helped to establish a Continental Can Company plant across the street from the cannery to assist its production. The Cannery was a major economic force in the Sacramento region for many years, popularizing "Sacramento" brand tomato products in particular. This and the Calpak, later Del Monte Cannery nearby and Libby's, provided many jobs for unskilled immigrants from many countries, young people and students of lower economic

levels. These became entry jobs for many whose children later became important contributors to the growth, education and prosperity of Sacramento, and often leaders in the community.



In the early 1930s Bercut-Richards took over this cannery in the River District. Tom Richards eventually purchased extensive acreage in the district and actively pursued developing an Industrial

For many years, the 12th Street Road (part of old Auburn Road) running diagonally through the area provided a main access to the centra city. Later 16th Street became linke to 12th Street as a one way corridor to the northeast, and both streets connected to Highway 160. The earlier 12th Street Road and its brid across the American River accommodated early auto traffic to the northeast. Its presence encouraged the development of several small auto camps and roadside establishments in the Richards Boulevard area along or adjacent to 12th Street. Some of these small auto court units and cabins may later have provided low cost housing for those in the area. The construction and early operation of these auto camps and auto courts occurred during the late 1920s to mid 1930s.

Some early attempts at development or agricultural uses were redirected to small housing subdivisions, and a small enclave of residences was constructed, principally along Dreher and Basler Streets east of 16th Street. Low income residential uses were widespread, both in provided housing and in a variety of makeshift dwellings generated by the homeless during the Great Depression. By the middle of World War II, a large low income government housing development was in operation, with a school facility nearby. Two WWII Quonset huts were purchased after the War by a resident and erected along Richards Boulevard. The variety of uses within the area has been reflected in the various types and kinds of structures found there, and in their materials and construction techniques as well.

Common activities within the area were storage, warehousing, and product distribution facilities. In particular, a number of petroleum, oil and gas storage and distribution facilities were located in the area. A number of storage tanks are noted at different sites on the Sanborn Insurance Maps of the area, between 1915 and 1952. Once the principal produce distribution center for the city, a produce distribution center on North 16th Street has diminished in activity due to the establishment of other such facilities elsewhere in the region. Additionally, a major trucking firm formerly operated out of a location on Sproule Ave. The California Almond Growers Exchange utilizes several structures in the area along North A and North B Streets near their primary facilities to the east and on C Street, for both storage and production activities. As noted, other food production facilities included the Bercut-Richards Cannery on North 7th Street, established in the early 1930s.

Through time, several factors limited the development of the area as prime commercial or residential land. One of the major factors was the area's geographical location with its flood potential and drainage problems. Bisected or bound by major roadways and subject to flooding, the area's agricultural values were limited. Other limitations included its proximity to the railyards with its major industrial activities and noise level, difficult access from other areas, and relative isolation from central Sacramento. These factors discouraged most non-industrial activities in the Richards Boulevard area and limited potential development.

The industrial character of the area, the river, and the nearby railyards also attracted the homeless and indigent, and off season agricultural workers. Others came to this area, forming settlements or camps which became known as "Hoovervilles." These "camps" were characterized by a jumble of small, makeshift shelters and substandard dwellings. There was one such complex on North B Street and other groupings along both sides of the river. In the 'District,' a pattern developed whereby owners of vacant lots often divided their larger parcels into a number of small plots within a compound, and rented the small piece of land to families and individuals on a monthly basis. Those occupying the plots of land would create their own shelter and use communal facilities, if such were provided. A number of the small auto camp and auto court buildings constructed near 12th Street and 16th Street to house early auto travelers, may have been converted, or moved and converted, to low income housing. These activities further affected the character and economic growth of the area.

The Central Pacific/Southern Pacific Railyards and the railroad levee have constituted a barrier between the city and this area since their construction in the nineteenth century. The transient character of the area was emphasized by the transcontinental railroad terminus in Sacramento. During this era of the country, a subculture evolved of homeless men - 'hobos'- that traveled the rails, hopping from one freight train to another, traveling around the country. Many of them had lost jobs during the Great Depression and others were transient labor organizers, seeking employment justice. Some of them became 'voices' of the times– folk musicians like Woody Guthrie, Utah Philips and others, and those who observed it such as writers like John Steinbeck,

photographers like Dorothea Lang – sensitive to this restless, rootless and often lonely world and the social commentary of the times that it represented. (Photo below taken in Sacramento by Dorothea Lang.)

With the advent of better times, the area still retained a substantial population of low income and transient residents, and institutions such as the Salvation Army, Loaves and Fishes, Union Gospel Mission and other religious-based organizations moved into the area to assist them. A tradition begun during, and perhaps before, the Great Depression and spurred by seasonal agricultural worker practices has continued with the presence of a number of homeless and indigent persons who continue to populate the area.

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Shortly after the beginning of World War II, the federal government constructed a housing unit in the area designed by a prominent Bay Area architect, William Wurster, a major figure in the "Bay Area Tradition" of architecture. This unit was subsequently taken over by the Sacramento Housing & Redevelopment Agency and has been operated as the Dos Rios Housing unit since that time. The Dos Rios School was constructed in 1942 to provide schooling for the housing unit's children. It was designed by prominent Northern California architect George Sellon, who also served as the first State Architect. Thus, governmental planning also supported these activities and the presence of low income families and persons in the area.

In 1954, a large new California State Printing Plant, designed by the noted Bay Area architectural firm of Wurster, Bernardi and Emmons, was constructed in the area. This large plant added to the variety of industrial activities of the area. A major new building was constructed in 1949 by Zellerbach Paper Company which employed many and was lauded as an important addition to Sacramento's commercial future. A large drug company, Coffin and Reddington, completed a large facility in 1951 that is now occupied by Sacramento Theatrical Lighting. The building was designed by a major Los Angeles architect who designed the Los Angeles City Hall.

The Volker Flooring distribution center, with an attractive façade composed of art deco and modern influences, was built in 1949. In 1951 another large drug company, McKesson & Robbins, completed a building that was the largest wholesale drug house and liquor wholesale facility under one roof in the world, designed by a notable local architect, Herbert Goodpastor.

Small portions of the Richards Boulevard area were annexed by the city in 1949 and the early 1950s, but the major sections were annexed in 1960 and 1963. The area has maintained its overall industrial and traffic/truck-dominated character over time along with the continued presence of a small pocket of residential buildings along Basler and Dreher Streets.

Current Status of River District

A number of changes have taken place within the area during the ten years since the last Historic Resources Survey.
The following observations are not the only changes but have ramifications regarding preservation and development activities.

Transportation:

- Access to the general District area has been enhanced by the extension of 7th Street to the north from downtown Sacramento to Richards Boulevard. The new 7th Street road allows increased access to this area.
- A new traffic interchange at North 16th and Richards Boulevard has been constructed facilitating and organizing access to the District.
- Truck and automobile traffic appears to have increased. Commercial activity has increased. There are several businesses whose grounds contain considerable parking for large trucks.

Construction and upgrades:

- The Water Treatment Plant has been substantially upgraded with a new address on Water Street, new buildings and new water treatment facilities.
- A large new intake structure for the newly updated Water Treatment Plant has been constructed next to the Sacramento River and enhanced with a small public park at its entrance. The new public/utility areas, such as the new river water intake structure and park, both enhances public access to the Sacramento River and dramatizes the isolated 1912 P.G. and E. Station B structure.
- Several new office and warehouse structures and complexes have been constructed, primarily north of Richards Boulevard toward the American River, and near the west end of Richards Boulevard near I-5. There are new hotel/motel complexes and service facilities along the river and the I-5 intersection with Richards Boulevard. These newer complexes contrast with some of the older buildings and vacant existing areas south of the Boulevard and along North 7th Street.
- A small winery, a casino and an athletic club have opened along N.16th Street, The winery and health club occupy historic buildings within the recommended N.16th Street Historic District.
- The former Continental Can manufacturing company complex across from the Bercut Richards Cannery on 7th Street has been remodeled into an office complex. Current plans will replace the Cannery with new development.
- A large fairly new building on Richards Boulevard near I-5 has been occupied as auxiliary space for City of Sacramento administrative offices.
- The Dos Rios government housing complex has been somewhat upgraded and appears maintained. The Dos Rios School is still active, and a several temporary structures have been added to the site.
- The residential buildings on the east side of 16th Street on Dreher and Basler Streets have largely remained unchanged. Generally, they are fairly well maintained and some have been improved.
- New residential-scale housing units have been constructed on A Street at the south end of Ahern Street below North B Street.
- A number of warehouses and storage facilities throughout the area have been upgraded, and a few now contain retail or entertainment services.

Deteriorated or removed Properties:

- Any remnants of former auto courts in the area are gone or unrecognizable.
- The Bercut-Richards Cannery complex has been partially dismantled and will be removed for another development project.
- Within the area between N.12th and N.16th Streets, there are still a number of somewhat deteriorated older wood frame and corrugated-metal sheathed industrial buildings with what appears to be defunct machinery and varied detritus scattered on littered and vacant back lots.
- Several small and frail residential structures have been removed from their sites in the area since the last Survey, particularly along the west end of Bannon Street.
- There still appear to be a number of vacant or abandoned warehouses and storage buildings in the general area.
- Buildings with the address of 550 N.16th Street have been demolished. These buildings were included in the original survey's recommended N.16th Street Historic District.

Continuing State facilities:

- The State agricultural-oriented property that has served as a nursery along 7th Street remains but activity appears diminished.
- The State Printing Plant is still operating but the State is considering replacing it.

Sacramento County facilities:

- The District area contains such Sacramento County facilities as a work release facility and the (City/County) Sacramento Archives and Museum Collection Center.

Various proposed plans for the development of this area are currently being reviewed by the City and County of Sacramento.

FINDINGS AND CONCLUSIONS

The Update Survey has identified several buildings and a historic district that appear to meet criteria for listing on the Sacramento Register of Historic & Cultural Resources.

The recommended N.16th Street Historic District maintains a special character related to its transit and industrial uses, and constitutes a strong visual statement based on its (largely) brick building construction and simple utilitarian forms. The contributing use of its buildings and their substantial role in the growth and evolution of Sacramento is undeniable. They convey a strong sense of time and place of a former era widely acknowledged as vital to Sacramento's development. Though they are primarily utilitarian in character, these resources are significant for their role in the industrial, transportation, commercial and agricultural evolution of Sacramento and its role in the growth of the State. There are also several individual properties that appear potentially eligible for listing in the Sacramento Register.

Properties Recommended for listing in the N. 16th Street Historic District

Contributing Resources

North 16th Street
- 116
- 131(includes 1601 North A Street)
- 200
- 211-217
- 221
- 235
- 318
- 400
- 410
- 430
- 470
- 500

North 17th Street
- 83

North A Street
- 1600
- 1601 (includes 131 North 16th Street)

North C Street
- 1401-1451
- 1501
- 1515
- 1527
- 1610-1620

McCormack Street
- 1448 -1503
- 1517

Thornton Street
- 1615

Non-Contributing Resources

121 North 16th Street, building

324 North 16th Street, lot formerly associated with 318 North 16th Street (This lot has been historically used as a truck park and refueling center and is currently used as a truck park.)

420 North 16th Street, lot formerly associated with 410 and 430 North 16th Street.

Properties Recommended for individual listings in the Sacramento and California Registers

North 7th Street
344 California State Printing Plant
524 McKesson and Robbins Wholesale Drug and Liquor and 801 Richards Boulevard, all part of the same building.

North 10th Street
521 Admail West

North 12th Street
311 Acme Cabinet Shop

North 16th Street
116 N. 16th Street

North C Street
1341 Fire Station

Dos Rios Boulevard
700 Dos Rios School

Jibboom Street
Jibboom Street Bridge
Sacramento River Station "B" (former P.G.&E. facility)

Richards Boulevard
950 Sacramento Theatrical Lighting
1100 Zellerbach Paper Co. building
1400 Quonset Huts

Water Street
1 Sacramento Water Filtration Plant

Properties Recommended for listing in the California Register of Historical Resources

North 7th Street
344 California State Printing Plant

Dos Rios.
700 Dos Rios School

Jibboom Street
Former PGE Plant, Station B
Jibboom Street Bridge

Richards Boulevard
950 Sacramento Theatrical Lighting
1100 Zellerbach Paper Company

North 16th Street
116 N. 16th Street, Pipe Works

North 16th Street Historic District

Water Street
1 Sacramento Water Treatment Plant

Properties Recommended for listing in the National Register of Historic Places

Jibboom Street: Sacramento River Station "B" (former P.G.& E. facility)

1 Water Street: Sacramento Water Treatment Plant

116 North 16th Street: Sacramento Pipe Works

North16th Street Historic District

Properties Determined Eligible by California Department of Transportation for listing in the National Register of Historic Places

Jibboom Street
Jibboom Street Bridge

The I Street Bridge and viaduct is outside of the Project area but is listed on the National Register of Historic Places.

The American River Bridge is not eligible for listing on the National Register of Historic Places.

METHODOLOGY

The process for the research, property survey and document preparation regarding this Report has involved several phases and activities.

Criteria for the identification and evaluation of significant historical and architectural properties within the survey area were those adopted by the City of Sacramento and coincide with those of the National Register of Historic Places. Structures built in and prior to 1959 – 50-years-old or older – were the focus of the inventory.

Research was conducted regarding the specific area, and nearby and adjacent areas in the region whose evolution and activities were interrelated. Previous documents and reports concerning the area were reviewed for related information. An historic overview of the area was developed to assist in the research and contextual evaluation of properties.

A property by property survey was conducted. Photographs were taken, and field notes and descriptions prepared regarding the surveyed properties. Structures meeting the base criteria for inclusion in a list of potential properties were listed for further research.

Research on individual properties and structures was conducted. The information developed included date of construction, name of original or early owner or builder, subsequent owners as available, and any events associated with the structure or property. Also noted were any alterations or additions and dates of occurrence. The Overview was utilized to interpret and expand upon site-specific information. Data was summarized and compiled. Resources utilized are listed in the Report Bibliography.

Properties were evaluated according to adopted City Eligibility Criteria as to historical, architectural and cultural significance, and integrity considerations. A list of properties meeting the base criteria for significance was compiled, and structures were individually described and summary statements of significance developed. The North 16th Street Historic District was delineated and included property designations as Contributing or Non-Contributing. Properties evaluated as eligible for the Sacramento or California Registers were identified and Inventory forms were prepared.

Any properties, individual or districts, meeting eligibility criteria for listing in the National Register of Historic Places were noted. References are noted in the Bibliography and on individual Inventory forms.

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Hobo Jungle photo file
Natomas Co. files and records
Photographic Collection:
85/24/1805-85/24/1812, 1819, 0006; 81/34/2228-2229; 81/37/2144; 81/37/2216; 81/37/2222-2223; 81/37/4844ii;
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Sacramento Union
1906: October 30, Pg. 1
1908: May 8, Pg. 12
1909: October 13, (No Pg.); November 19, Pg. 1; December 20, Pg. 2; December 23, Pg. 1; December 25, Pg. 3
1910: March 27, (No Pg.); April 3, Pg. 20
1950: March 10, p. 3; May 6, p. 8; June 25, 1950, p. 10
1951: February 24, p. 9; February 27, p. 8

Interview: Robert Frost/1400 Richards Blvd.

Appendix A

Map: North 16th Street Historic District

Inventory Forms

APPENDIX D: CULTURAL RESOURCES, Combined Surveys DPR Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 1527 N. C Street
P1. Other Identifier: none
***P2. Location: *a. County:** Sacramento
b. Address: 1527 N. C Street **City:** Sacramento **Zip:** 95811
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 0010142-014

***P3a. Description:**

The utilitarian brick building is 1-1/2 stories in height, and contains a main floor, attic space, and a concrete loading dock that extends along the façade. The projecting brick parapet on the south elevation (façade) conceals the truss roof from direct view. The parapet above the projecting horizontal canopy contains a recessed panel that extends the length of the façade and is flanked by a simple pattern in brick on each end. Angled brackets support the canopy. Smaller openings are concentrated in the center with four small grille-covered openings on the mezzanine level, and three double hung windows and a door on the main floor. Roll-up truck doors flank this central section. The paneled entry door is not original. The loading dock appears to have been removed in front of the truck door on the west end of the building. The structure stands adjacent to a row of other brick industrial structures all of the type that constitute much of the area's image.

***P3b. Resource Attributes:**

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the north
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both 1939
***P7. Owner and Address:** REA STOCK TRUST 4220 Hubbard St. Emeryville, CA 94608
***P8. Recorded by:** Paula Boghosian, Historic Environment Consultants 5420 Home Court Carmichael, CA 95608
***P9. Date Recorded:** February 2009
***P10. Survey Type:** Intensive
P11. Report Citation*: Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *NRHP Status Code

***Resource Address:** 1527 N. C Street

B1. Historic Name: Acme Beverage Co.

B2. **Common Name:**

B3. Original Use: Warehouse **B4. Present Use:** Warehouse

***B5. Architectural Style:** Vernacular

***B6. Construction History:**

Built in 1939. Loading dock canopy replaced in recent years.

***B7. Moved?** ■**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:**

None

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** Brick Commercial Building **Area:** River District Special Planning Area

Period of Significance: 1939-1959 **Property Type:** Brick Commercial Building **Applicable Criteria:**

This building was constructed in 1939 for the Acme Beverage Company, a distributor of various kinds of beverages. Acme used the building until 1942, when the U.S. Government purchased it for a war-related storage warehouse and used it until 1945.

In 1945 the Ranier Distributing Company run by J.W. Bowman and H.M. Tonkin purchased the building for their beverage distributing operation. Ranier was followed by Valley Beverage Company in 1947. Valley Beverage stayed until 1949. The 1950s and early 1960s saw sparse use of the building by an assortment of companies in need of warehouse space. In 1965 Malcolm and Elizabeth Rea purchased the building and established Pacific Flooring Supply still operates out of the building.

This building's principal importance lies in its contribution to the 1920-1940 brick industrial building image that characterizes this area so strongly. The utilitarian building contributes in scale, image and material to the adjacent North C Street block face that includes 1401 North C street through 1527 North C Street. It is a contributing structure of the North 16th Street Preservation Area.

B11. Additional Resource Attributes: None

***B12. References:**

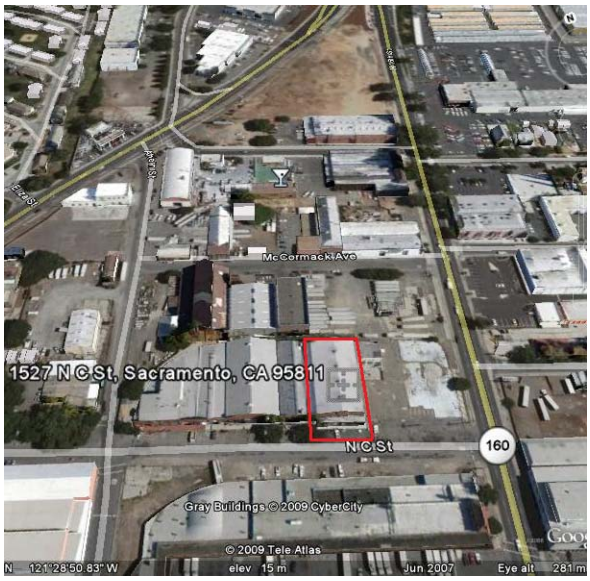
Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps 1915, 1952
Sacramento County Assessor Parcel Viewer

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** February 2009

(This space reserved for official comments.)



*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 1 *Resource Name or #: Warehouse, Blue Diamond complex
P1. Other Identifier:
*P2. Location: *a. County Sacramento
b. Address 1601 N. A Street City Sacramento Zip 95812
*c. USGS 7.5' Quad Sacramento East

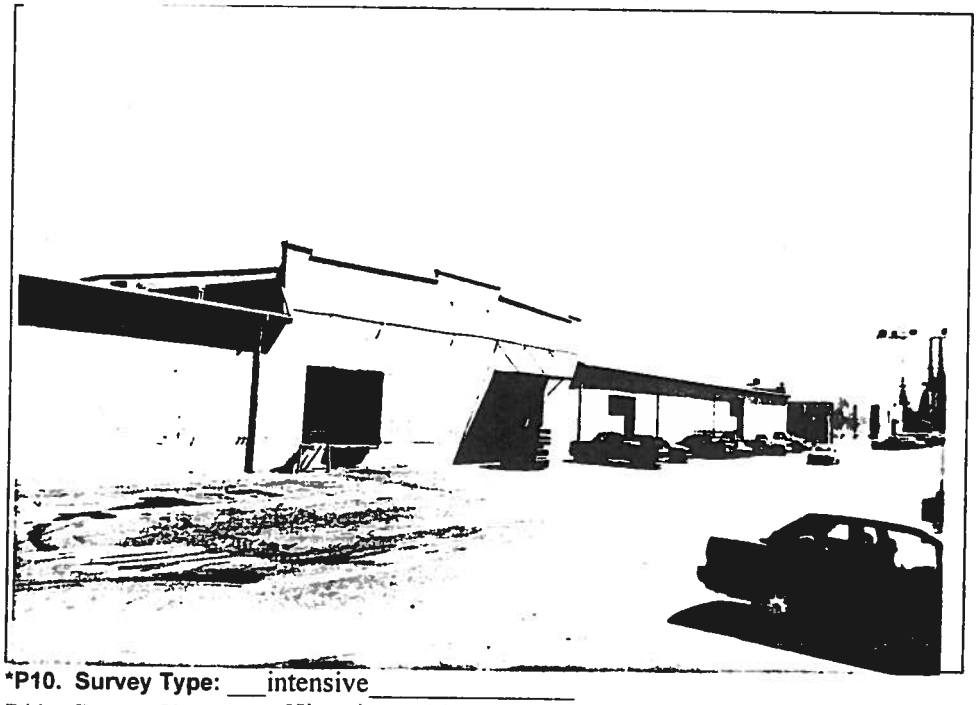
*e. Other Locational Data: APN#: 002-0055-002

*P3a. Description:

The industrial brick structure stands parallel to and north of the A Street Warehouse, on the north side of N. A Street. The tall single story warehouse building contains four large truck doors on the south elevation and five banks of industrial sash windows on the west elevation. A section near the west end is raised with a stepped parapet, as is the eastern end of the long warehouse.

A ramp has been added to the truck door opening on the east, and additions have been made to the building along its north elevation. Concrete block infill has occurred on the west. The parapet sections of the building appear to have been constructed between 1935 and 1945, but the sections between that connect them may be later in date.

*P3b. Resource Attributes: HP 8
*P4. Resources Present: ☐Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo:
view to east

*P6. Date Constructed/Age and Source: ☐Historic ☐Prehistoric ☐Both
1935-1945

*P7. Owner and Address:
California Almond Growers Exchange
P.O. Box 176
Sacramento, CA 95812

*P8. Recorded by:
Paula Boghosian,
Historic Environment Cons.
5420 Home Court
Carmichael, CA 95608

*P9. Date Recorded:
March 1998

*P10. Survey Type: intensive
P11. Report Citation*: Historic Architecture Survey, Richards Boulevard Area

*Attachments: ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *NRHP Status Code 5D1

*Resource Name or # Warehouse, Blue Diamond complex

B1. Historic Name: Warehouse, Blue Diamond complex

B2. Common Name: Warehouse, Blue Diamond complex

B3. Original Use: Warehouse B4. Present Use: Warehouse

*B5. Architectural Style: Industrial vernacular, classical derivations

*B6. Construction History:
The building was apparently constructed between 1935 and 1945.

*B7. Moved? ☐No ☐Yes ☐Unknown Date:_____ Original Location:_____

*B8. Related Features:
Other nearby buildings, structures, associated with the California Almond Grower's Exchange

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme n/a Area n/a

Period of Significance ____-____ Property Type industrial Applicable Criteria ___-___

The utilitarian brick building was constructed between 1935 and 1945. The building, occupies the block bounded by 16th, 17, A and B Streets.

Built to handle the heavy increase of California Packing's production volume, the building helped to solve the lack of warehouse space associated with what was then the largest processor and distributor of canned food items in the world.

The California Almond Grower's Exchange took over the facility in the 1980s for storage uses.

The building is a contributing structure in the North 16th Street Preservation Area.

B11. Additional Resource Attributes: ____--_____

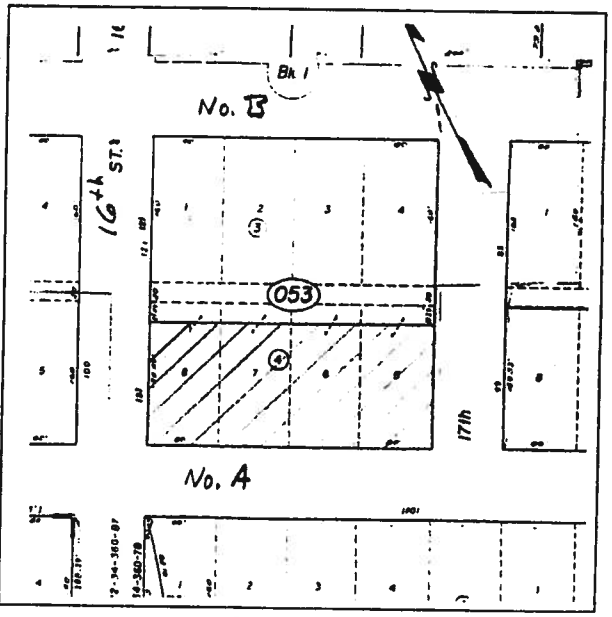
*B12. References:

Sacramento Bee, 4/11/37, p.1
Interview; Dave Feiling, California Almond Growers Exchange
Various documents and maps provided by the California Almond Growers Exchange
Sanborn Insurance Co. Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian
*Date of Evaluation: March 1998

(This space reserved for official comments.)



DPR 523B-Test (8/94)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 5
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 2 **Resource Name or #:** 1610-1620 North C Street
P1. Other Identifier: Cardinal Scale Company
***P2. Location: *a. County** Sacramento **b. USGS 7.5' Quad** Sacramento East **Date** 1967
c. Address: 1610-1620 North C Street **City** Sacraemento **Zip** 95814
***e. Other Locational Data:** APN#: 001-0152-003 - 006

***P3a. Description:**

The property complex contains four structures: an office at 1610 N. C Street, another utility/office building and an industrial structure at 1612 and 1616 N. C Street, with some physical interconnections, and a free-standing building at 1620 N. C Street. The one story brick building containing the office lies on the west end of the grouping, and an addition containing another small office and a carport has been added to its west elevation. The additions are both flat-roofed and walls are concrete block. The façade of the addition is a grid of glass panes and solids and contains a door. The façade of the main office with its gabled, tin-sheathed roof contains three large show window openings and a door. The door and windows have been modified. The building adjacent on the east is separated from it by a small driveway leading to a wood frame, corrugated metal-clad industrial building at the rear. The building apparently houses office and light manufacturing activities, and is constructed of wood framing sheathed and roofed with corrugated metal, with a brick wainscoting to match the office. The north façade contains three banks of metal indusrial sash windows and a doorway. The northwest corner of the building has been undercut. The building farthest east is a free-standing, one story brick building with a gabled, metal-clad roof. The façade wall is divided into three bays and has decorative brick cornice trim along the top. The east elevation is plain brick but the west wall is divided into a series of bays by brick piers. The façade and east side have been altered, as have the adjacent complex buildings.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo:
View to the east
***P6. Date Constructed/Age and Source:** ■ Historic
☐ Prehistoric ☐ Both
1941 estimated
***P7. Owner and Address:**
Stephen/Twila Rev. Tr.
215 N. 16th St.
Sacramento, CA 95811
***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
March 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*: Sacramento Survey III, Richards Blvd. Special Planning District

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure, and Object Record
☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 5D1

***Resource Address:** 1610-1620 North C Street

B1. Historic Name: L.R. Murphy Scale Co./Top Hot Potato Chip Factory

B2. Common Name: Cardinal Scale Co.

B3. Original Use: Manufacturing plant for large scales **B4. Present Use:** Manufacturing plant for large scales

***B5. Architectural Style:**

***B6. Construction History**

The building was constructed in about 1941.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown Date:** **Original Location:**

***B8. Related Features:**

B9a. Architect: Unknown **b. Builder:** Uknown

***B10. Significance: Theme** Sales and industrial building in industrial area

Area Richards Blvd. Special Planning District

Period of Significance 1941-1959 **Property Type** Commercial/Industrial **Applicable Criteria** C

The L.R. Murphy Scale Co., a Sacramento firm which manufactured heav-duty scales, was founded in 1930 by Leslie R. Murphy. He moved the company to 1610 North C Street in about 1940-41. A 1965 article in the Sacramento Bee noted that the Sacramento facility was the headquarters of an operation that had other manufacturing facilities in Mexico City, Toronto, and Webb City, Missouri. Sixty people were employed in the Sacramento operation which manufactured scales capable of handling weights from 1,000 to 600,000 pounds. The company was a family-run business with Leslie acting as President, his brother Reuel as Plant Manager, his son Kenneth as Sales Manager and son James L. as the Engineering Dept.

In about 1937 a manufacturing facility was opened at 1616 North C Street (now 1620) by the Top Hat Potato Chip Co. In about 1941 it was joined by a plant operated by Best Foods at 1612. As the Murphy Scale company grew it acquired these lots and incorporated these facilities into its operations

.The complex contributes to the North 16th Street Historic District.

B11. Additional Resource Attributes: None

***B12. References:**

Sacramento City Directories, Assessor's Records, Sanborn Insurance Maps, Sacramento Bee, 12/19/1965.

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, HEC

***Date of Evaluation:** March 2009

(This space reserved for official comments.)

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI #**_____
PRIMARY RECORD **Trinomial**_____
NRHP Status Code_____
Other Listings_____
Review Code_____ **Reviewer**_____ **Date**_____

Page 1 **of** 1 ***Resource Name or #:** 1615 Thornton Avenue, originally associated with 221 N.16th St.
***P2. Location: *a. County** Sacramento
b. Address 1615 Thornton Avenue **City** Sacramento **Zip** 95816
***e. Other Locational Data: APN#: 001-0152-017**
***P3a. Description:**

The eastern portion of the property contains a building with two adjacent, parallel and gabled bays, once asdsociated with the Ward Seed Co. on North 16th Street. The west portion of the lot is vacant, and originally held the western portion of the original building which was utilized by the Seed Company for product storage. Half of the building burned and only the western portion of it was demolished, creating the vacant lot. The building is one story in height with long, shallow gabled roofs. The roofs are surfaced with corrugated metal, and vented in the metal gable ends. The south and north building elevations are brick, as is the eastern elevation, which is divided into bays by shallow, slender brick piers or pilasters. Each facade is divided into three bays each by similar but wider brick piers. The central bay of each building contains a large roll-up door. A standard door lies in the eastern building facade.

The brick pier/pilasters and successively projecting bands of brick that form the cornice across the facade are the principal decorative features, and provide a minimal classical design reference. The base of the building is concrete and the west wall is sheathed with horizontal wood siding. The west edge of the facade wall originally extending to the west and serving as the facade wall for the building that formerly stood on the adjacent portion of the lot, has been broken off. Visually, it contributes to the N. 16th Street Historic District.

***P3b. Resource Attributes:** HP 8
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■Element of District ☐ Other

P5b. Description of Photo: View to the northwest
***P6.Date Constructed/Age and Source:** ■ Historic Prehistoric Both 1930 Est.
***P7. Owner and Address:** Wood Family Rev. Trust 1989
2661 Foley Ct.
Sacramento, CA 95864
***P8. Recorded by:**
Paula Boghosian
5420 Home Court
Carmichael, CA 95608
***P9.Date Recorded:** March 2009
***P10. Survey Type:** Intensive
P11. Report Citation*: Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ■ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other

*These items consist of required information.

*These items consist of required information.

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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 4S2

Other Listings
Review Code | Reviewer | Date

Page 1 of 2 *Resource Name or #: 731 North B Street

P1. Other Identifier: Sacramento City Incinerator

*P2. Location: *a. County Sacramento *b. USGS 7.5' Quad Sacramento East Date 1967

c. Address 731 North B Street City Sacramento Zip 95814

d. Other Locational Data: APN #: 002-0010-006

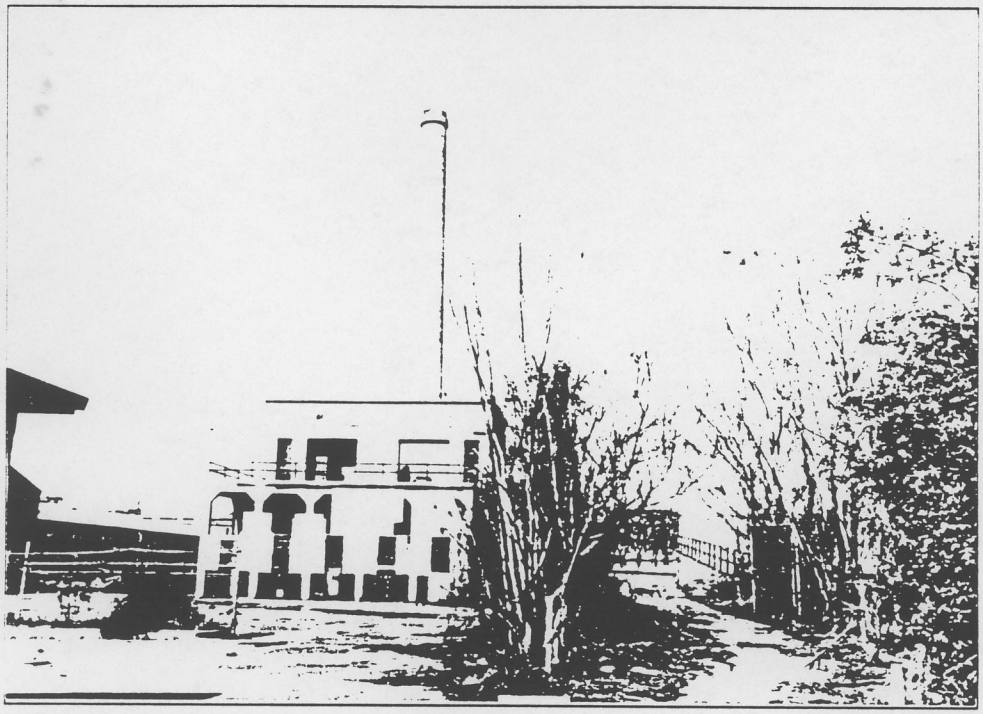
*P3a. Description:

The structure consists of a tall, 150 foot, concrete columnar smokestack that projects from a two story block shaped building. The smokestack is without ornament, but the two story building portion displays some minor classical influences in its cornice and frieze molding, incised tile, symmetrical form, and formal image. Its windows are tall and narrow, with metal sash and sills except for the two large openings facing south. The one story addition to the south (front) elevation is sheathed with corrugated metal and fitted with metal sash windows, siding, and standard doors. Its roof, ringed with iron pipe railing, serves as a platform for the second floor. A long ramp with its pipe railing rises from ground level on the south, to the second floor at the rear (north) of the main structure.

The incinerator is an open-basket dehydrating type with dumping apparatus, charging furnace and dumping grate. This site was originally chosen because it contained a large depression into which ashes could be dropped after burning. A city dump once existed alongside the incinerator on the west. The building is damaged, deteriorated, and in generally poor condition.

*P3b. Resource Attributes: HP9

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other



P5b. Description of Photo: View to North 10/97

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1924, Factual

*P7. Owner and Address:
City of Sacramento
1023 J Street #200
Sacramento, Ca 95814

*P8. Recorded by:
Paula Boghosian, HEC
5420 Home Ct. Carmichael

*P9. Date Recorded: March 1998

*P10. Survey Type: Intensive

*P11. Report Citation: Sacramento Survey III, Richards Blvd. Special Planning District Survey

*Attachments: ☐NONE ☐Location Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

ITEM #
DATE: 01-02-01
PAGE: 35

State of California — The Resources Agency Primary #
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 4S2

Page 2 of 2 *Resource Name or #: 731 North B Street

B1. Historic Name: Sacramento City Incinerator

B2. Common Name: City Incinerator

B3. Original Use: Incinerator B4. Present Use: Vacant

*B5. Architectural Style: Minor classical influences

*B6. Construction History:

The building was constructed in 1924. The one story light wood frame structure on the south is not original. Its date of construction appears to have been 1940-1950. Some changes have been made to the ramp, and to the rear (north) elevation. Dates are unknown.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____

*B8. Related Features: Depression in ground

B9a. Architect: City Engineering Department b. Builder: F.L. De Carie

*B10. Significance: Theme Publics works structure in an industrial area

Area: Richards Blvd. Special Planing District

Period of Significance 1921 to 1948 Property Type Incinerator/Public Works Applicable Criteria C

The Sacramento City Incinerator was constructed in 1924, funded by $216,000 bond measure. It as designed by the City Engineering Department and constructed by the F.L. De Carie Construction Company at a cost of $195,000. On its completion in December, 1924, the facility underwent a battery of tests by city engineers to determine the incinerator's burning efficiency, capacity, and durability. The City Council formally approved the tests on May 14, 1925. The City-owned facility is no longer active, though leased for a time by the Sacramento Area Waste Development Company, a private corporation collecting and processing waste materials. The structure is primarily important for its original function, and displays an unusual and striking image of a now-defunct public works function.

The alterations that have occurred, particularly to the one story portion on the south, have diminished its design integrity, and the facility in general is deteriorated to a degree that obscures its original activities. The structure was evaluated in 1985, in concurrence with the Office of Historic Preservation, as not meeting eligibility criteria for listing in the National Register Of Historic Places. However, if supplemental technology and engineering history were developed, the structure might merit consideration of the City as a Priority Structure. The structure reflects an interesting aspect of Sacramento City History and its public architecture.

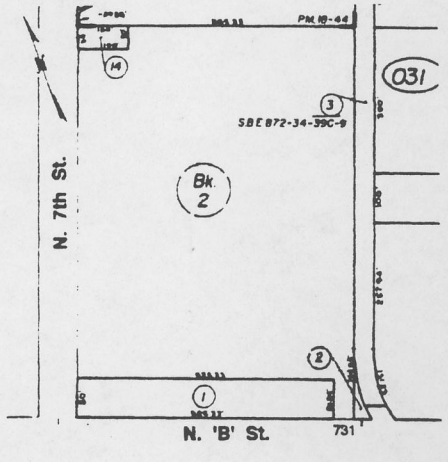
B11. Additional Resource Attributes: None

*B12. References: Sacramento Bee: 23 August 1924; 16 October 1924; 15 May 1925, Sanborn Insurance Maps

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998



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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

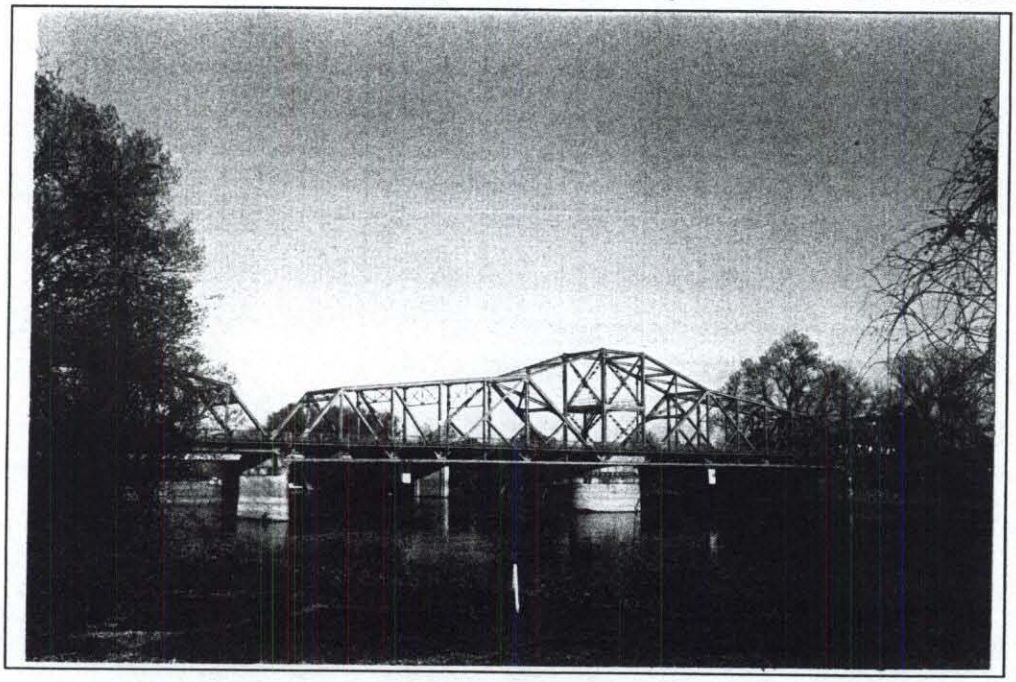
Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 1 *Resource Name: Jibboom Street Bridge
P1. Other Identifier: Truss Bridge Number 24C-22 (Caltrans Bridge Inventory)
*P2. Location: *a. County: Sacramento County
b. Address: Jibboom Street/Sacramento River, at Discovery Park City Sacramento Zip 95811
*c. USGS 7.5' Quad Sacramento West Date 1967
*e. Other Locational Data: UTM Zone 10; E: 630013 N: 4273486. Lat: 38 36 08 N Long: 121 30 25 W

*P3a. Description:

The structure is a combined cantilever and swing bridge, with two traffic lanes, and three spans. The whole cantilever span rotates on the center pier allowing the bridge to swing open. Contructed of steel, with concrete piers, the bridge has a mainspan of 351 feet and two secondary Parker truss spans of 139 feet each. Metal railings flank the traffic lanes. The bridge appears to be in fair to good condition.

*P3b. Resource Attributes: HP 19
*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo:
View to the north

*P6. Date Constructed/Age and Source: ■Historic ☐Prehistoric ☐Both
1931

*P7. Owner and Address:
County of Sacramento
700 H Street
Sacramento, CA 95811

*P8. Recorded by:
Paula Boghosian
Historic Environment Cons.
5420 Home Court,
Carmichael, 95608

*P9.Date Recorded: March 1998
*P10. Survey Type: Intensive

P11. Report Citation*: Caltrans Bridge Survey, Richards Blvd. Special Planning District Survey
*Attachments: ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record
☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *NRHP Status Code 2

*Resource Name: Jibboom Street Bridge

B1. Historic Name: Jibboom Street Bridge

B2. Common Name: Jibboom Street Bridge

B3. Original Use: bridge B4. Present Use: bridge

*B5. Architectural Style: n/a

*B6. Construction History:
The bridge was constructed in 1931, and has received little modification..

*B7. Moved? ■No ☐Yes ☐Unknown Date: Original Location:

*B8. Related Features:
Jibboom Street Viaduct (included in I Street Bridge nomination package).

B9a. Architect: Charles W. Deterding, Jr., Sac. Co. Engineer

b. Builder: Duncanson & Harrelsom Contractor: Lord & Bishop, Contractors

*B10. Significance: Theme Transportation Area Richards Blvd. Special Planning District

Period of Significance 1931-1950 Property Type Bridge Applicable Criteria A, C

The bridge has played an important role in the development of the region. Until the I-5 bridge was built in 1968, the Jibboom Street Bridge was Sacramento's important link in the north-south automobile route. Formerly, it continued across the Bannon Slough over a long trestle to the Garden Highway and northward.

The bridge is significant under Criterion A, as a locally important crossing, and Criterion C, as a distinctive example of a type and method of construction. The property has been determined eligible for listing in the National Register of Historic Places. The Jibboom Street Viaduct was included in the I Street Bridge National Register of Historic Places nomination as a contributing property.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

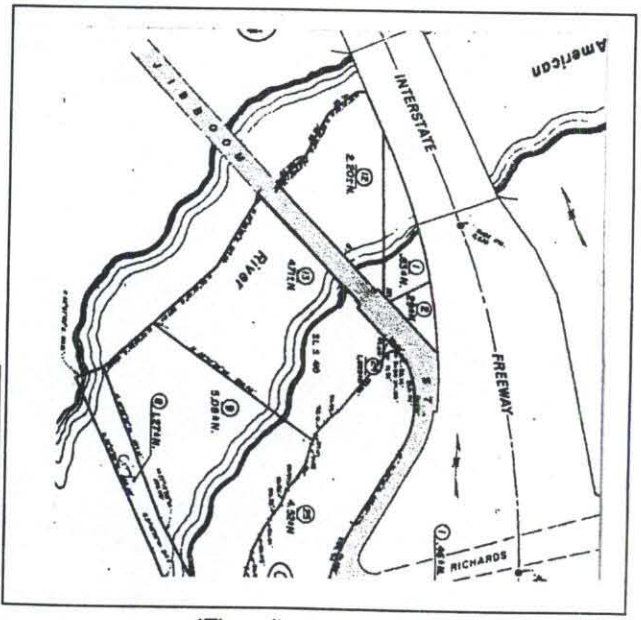
California State Department of Transportation,
Bridge Inventory, 1985

B13. Remarks:

*B14. Evaluator: Paula Boghosian, HEC

*Date of Evaluation: March 1998

(This space reserved for official comments.)



*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 5
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 83 N. 17th Street
P1. Other Identifier: Capital Machine & Welding Works
***P2. Location: *a. County** Sacramento **b. USGS 7.5' Quad** Sacramento East **Date** 1992
c. Address: 83 N. 17th Street **City** Sacramento **Zip** 95814
***e. Other Locational Data:** APN#: 002-0054-001
***P3a. Description:**

The property contains two wood frame structures sheathed in corrugated metal sheeting. The principal building is larger, approximately one and one half stories, housing the working activities, while the other is a small storage building. The central gabled section of the principal building projects above the shed-roofed side sections and contains a row of clerestory windows on the north and south elevations that allow natural light into the interior.

The western elevation contains a large central truck opening, and two smaller openings; a standard door and small metal sash window with a corrugated metal awning. Signs have been painted on this facade announcing the name of the business and some of its functions with brand names for those functions.

The north elevation contains windows similar to that of the facade, also fitted with awnings.

The small gabled storage building stands to the north and contains three disparate metal sash windows and a door on the western elevation and windows with awnings on the north elevation. Modifications appear to be minimal.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: View to the south east

***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
1947 estimated

***P7. Owner and Address:**
Capital Machine & Welding Works
1340 Mariam Way
Sacramento, CA 95818

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

***P9. Date Recorded:**
March 2009

***P10. Survey Type:**
Intensive

P11. Report Citation*: Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5D1

***Resource Address:** 83 N. 17th Street

B1. Historic Name: Capital Machine & Welding Works

B2. Common Name: Capital Machine & Welding Works

B3. Original Use: General machine & welding shop **B4. Present Use:** General machine & welding shop

***B5. Architectural Style:** vernacular light industrial

***B6. Construction History:** The building was constructed approximately 1945.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown Date:** _____ **Original Location:**

***B8. Related Features:** Small similar storage building north of the Machine works.

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme** Industrial building in industrial area

Area River District Special Planning Area

Period of Significance 1947-1948 **Property Type** Commercial/Industrial **Applicable Criteria** C

In 1947 Capital Machine & Welding Works moved from its prior location, 1606 D Street, to 83 N. 17th Street. Theodore S. Kline and Kay Rogers were the proprietors. Kline passed away in 1961 and Rogers assumed control of the company and operated it for many years.

The building is a good example of a building type once common in Sacramento and an important functional feature of most industrial activities. The wood frame structure, sheathed in corrugated metal sheeting, created a building type that provided a maximum of flexibility and a minimum of maintenance in housing almost any manufacturing activity from foundries and metal fabrication to cabinetry construction, wood working, machine tooling, automobile servicing, aircraft maintenance, railroad manufacturing and storage service and many other light and heavy industrial needs. The ubiquitous building form, easily modified to serve specific needs and in use in many parts of the world as well as the United States, is still a valid and popular "housing" solution for utilitarian activities.

While once ubiquitous in Sacramento, the type has been gradually replaced over time with more permanent structures and has become less common. The vast Southern Pacific Railyards once contained many of these structures that have since been removed, along with small auto service facilities, aircraft, machining functions and metal fabrication uses, etc. that are now managed in entirely different ways. The Capital Machine and Welding Works remains as a good example of this important building type whose use has provided an important vehicle which both allowed and encouraged the region's growth. The building has been minimally altered and its image strongly conveys an important component of the city's industrial history. The building contributes to the character and industrial image of the North 16th Street Historic District.

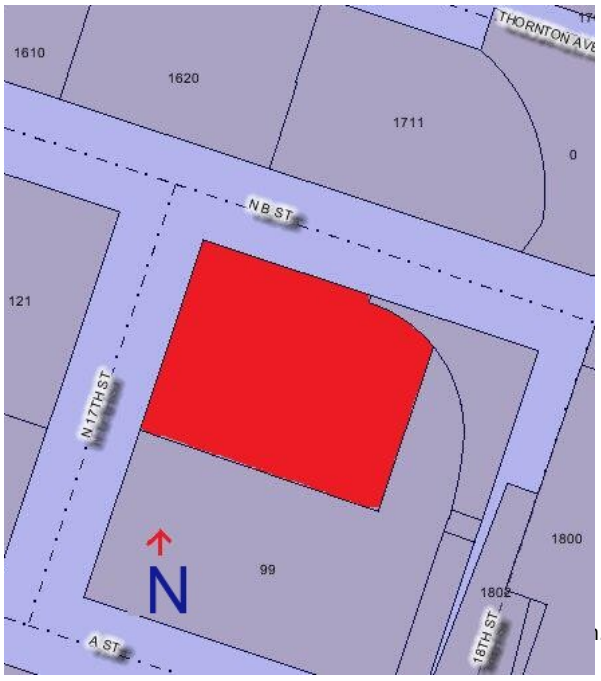
B11. Additional Resource Attributes: None

***B12. References:**

Sacramento City Directories, Assessor's Records, Sanborn Insurance Maps

***B14. Evaluator:** Paula Boghosian, HEC

***Date of Evaluation:** March 2009



(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 3S
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** Sacramento River Water Filtration Plant
P1. Other Identifier: Sacramento River Water Treatment Plant
***P2. Location: *a. County** Sacramento **b. USGS 7.5' Quad** Sacramento West **Date** 1967
c. Address: 101 Bercut Drive **City** Sacramento **Zip** 95814
***e. Other Locational Data:** APN#: 001-0210-038
***P3a. Description:**

The Sacramento River Water Filtration Plant is located to the east of Interstate 5 Freeway just north of downtown Sacramento. The Plant complex is comprised of three principal structures, a below grade reservoir, and various tanks, pumps and holding ponds, placed in a landscaped setting of lawn with mature trees and shrubs.

The Pumping Station, one of the three main buildings, is sited closest to the eastern side of the I-5 Freeway. This building is a one story, rectangular concrete structure with a flat roof and minor Classical Revival references. Building corners and the centered entry are quoined, and an encircling frieze beneath the cornice bears the incised inscription, "And Everything Shall Live Whithersoever the River Cometh, Ezekiel, XLVII-9". The interior is lit by tall, rectangular, multi paned, metal-sashed windows. Some alterations to the base of this building have occurred. The building is in good condition.

***P3b. Resource Attributes:** HP9
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: View to Northwest 02/09
***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
1921 Factual
***P7. Owner and Address:**
City of Sacramento
Real Estate Div.,
1023 J Street
Sacramento, CA 95814

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

***P9. Date Recorded:**
7/95, 9/97, 3/2009

***P10. Survey Type:**
Intensive

P11. Report Citation*: Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ■ Continuation Sheet ■ Building, Structure, and Object Record
☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 3S

***Resource Address:** 101 Bercut Drive

B1. Historic Name: Sacramento River Water Treatment Plant

B2. Common Name: Sacramento River Water Treatment Plant

B3. Original Use: Water Treatment Plant **B4. Present Use:** Water Treatment Plant

***B5. Architectural Style:** Classical Revival/Beaux Arts influences

***B6. Construction History**

The building was constructed in 1921.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown Date:** _____ **Original Location:**

***B8. Related Features:** The complex contains several structures and buildings, as described, including the water intake facility in the Sacramento River.

B9a. Architect: Dean & Dean **b. Builder:** Mathews Construction Co.

***B10. Significance: Theme** Public Utility in an industrial area

Area Richards Blvd. Special Planning District

Period of Significance 1921-1948 **Property Type** Water Treatment Plant **Applicable Criteria** C

The Sacramento River Water Treatment Plant was the most modern facility of its kind in the United States at the time of its construction in 1921. The dedication ceremony included the starting of the plant's pumps by Mrs. Calvin Coolidge through an electrical impulse transported by telegraph from the White House in Washington, D.C. According to Plant information, it was the first filtration plant constructed west of the Rockies. It was one of the most modern, state-of-the- art facilities of its kind in the country at the time of its construction. The complex received designation as a national American Water Works Association historical landmark in 1987.

In addition to historic importance, the buildings of the complex, particularly the Pumping Station and the Administration Building, are handsome and elegant examples of classical revival style variations, unusually graceful for essentially functional public works buildings. With their park-like setting, they represent the implementation of "City Beautiful" ideals in a utilitarian context.

The Head House, Pump House and Coagulant Buildings are the principal agents of the Beaux Arts architectural design and style complex. The pools, aeration ponds and storage facilities also located on the property are functional elements of the plant's activities and are utilitarian in nature.

The complex possesses both historical and architectural/engineering significance, has retained a substantial degree of integrity, and appears to meet eligibility criteria for listing in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register as a Landmark property.

B11. Additional Resource Attributes: None

***B12. References:**

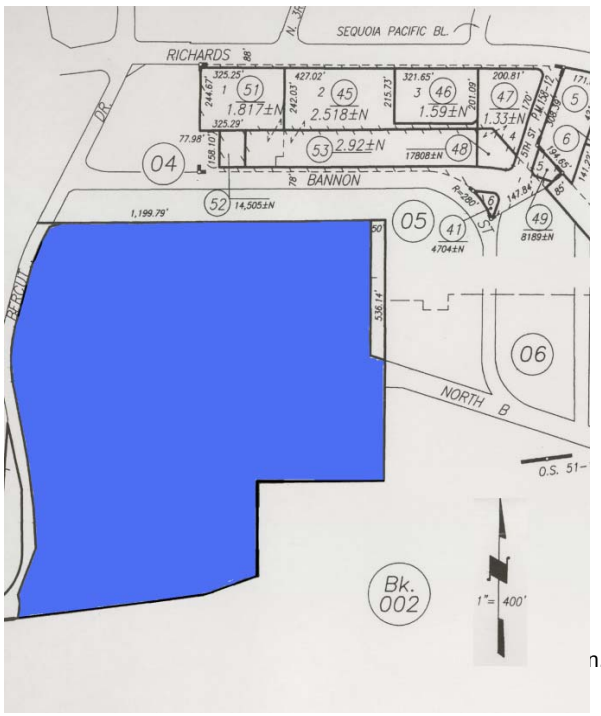
Sacramento Survey III, Richards Blvd. Area Architectural and Historical Survey, Sacramento City Information Brochure

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, HEC

***Date of Evaluation:** 7/95, 9/97, 3/2009

(This space reserved for official comments.)



DPR 523B-Test (8/94)

Sacramento River Water Treatment Plant, 101 Bercut Drive

P3a., continued

The Head Building (Administration Building) is a two story octagonal structure of concrete and stucco with a clay-tiled conical roof and cupola. On the exterior, the circular drum between walls and roof contains inscribed names of well-known inventors and scientists, and two inscriptions. Alterations include the enlargement of windows. The building is in good condition. The concrete Filter Building, attached on the east, is a long, one and one-half story, multi-windowed, flat-roofed structure, partly below grade. The tanks and ponds lie to the south of the structure.

With an estimated output of 48 million gallons per day, the plant was an example of the rapid sand filtration technique, utilizing an intake pier, grit removal and storage stations, coagulating tanks, sedimentation basins, a head house and chlorine plant, filters and a clear water reserrvoir. The plant's channeling system was based on the gravity flow design, utilizing 40 inch wide pipes carrying water from the Sacramento River 1100 feet to the pumping station. A new reservoir was added by 1950, and a lime treatment facility was constructed in 1960.

An associated structure lies to the west in the Sacramento River, approximately 30' from shore, housing a water intake system and accompanying functions. The structure is approximately two stories in height (above water level), with an oval shaped base supporting an encircling projecting deck and oval upper building. The north and south ends of the structure above deckline are curved in form and covered with partially conical clay-tiled roofs. They flank an entry tower with support cables for the suspension bridge walkway that extends to the tower on shore. The structure is surfaced with stucco, fitted with a river height indicator, multi-paned windows and mooring rings.

A series of recent updates and construction has occurred on the east half of the property. Old settling ponds in that area have been replaced by new buildings. A new main office building has been added as well as a new tower structure that reflects the original head house in design. A new concrete settling/filtration pond has been added to the east of the original concrete settling/filtration ponds. The main entrance has been moved from Bercut Drive to 1 Water Street on the opposite side of the property, and enclosed by large gates.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 3 **Resource Name or #:** 116 N. 16th Street
P1. Other Identifier: Sacramento Pipe Works
***P2. Location: *a. County:** Sacramento
b. Address: 116 N. 16th Street **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 002-0051-002

***P3a. Description:**

The large brick structure is two stories in height. The façade is symmetrical, with the taller central portion recessed and flanked by two slightly shorter wings. The main body of the building appears to have a shallow gabled roof with a projecting central monitor. The east-facing façade surfaces contain a series of tall arched windows, multi-paned with metal sash. The recessed central section contains a large central arched window incorporating the double-doored entry, and is flanked by smaller arched windows.

Divided into bays, the north and south-facing side elevations contain large rectangular banks of multi-paned, industrial, metal-sash windows. The southern wing also contains an entry. Large timber trusses form the structural system. The interior space is tall and open, and contains machinery visible through the windows. A brick extension has been made to the west end of the building, and a butler-type metal structure has been added to the back of that.

The south elevation has a metal shed addition and large wood doors containing a smaller metal framed door. The south wing entry is not original. The roof has also been modified. Two metal sheds stand to the south along 16th Street and other metal buildings exist on site at the rear. The brick addition on the west contains a large truck door, and the adjacent metal addition to the west has a standard door along North B Street. The building is covered with vines, and four Italian cypress trees mark the major corners of the façade, along with bushes and shrubs.
The building is in fair condition and some maintenance repair appears to be needed.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo:

***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1923 factual

***P7. Owner and Address:**
Touchstone Climbing Inc.
800 Potter St.
Berkeley, CA 94710

***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608

***P9. Date Recorded:**
January 2009

***P10. Survey Type:**
Intensive

***P11. Report Citation*:**
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 3S, 5D1

***Resource Address:** 116 N. 16th Street

B1. Historic Name: Sacramento Pipe Works

B2. Common Name: Sacramento Pipe Works

B3. Original Use: Industrial **B4. Present Use:** Recreational

***B5. Architectural Style:** Industrial with Beaus Arts influences

***B6. Construction History:**

The building was constructed in 1923. Additions and modifications to rear and roof in: 1956, 1978, 1982.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** expanded parking lot on the south of the building

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** Economic/Industrial **Area:** River District Special Planning Area

Period of Significance: 1923-1948 **Property Type:** Economic/Industrial **Applicable Criteria:** C

The Sacramento Pipe Works building was constructed in 1923 at a cost of $35,000 to serve as a new manufacturing plant for the owners, Edward and William Schaw. When constructed, the building's dimensions were 122' x 145' (17,690 sq.ft.). The majority of the floor space was used for steel pipe manufacturing. Expansion of the plant took place twice in later years. In 1956, 9,425 sq.ft. were added to the rear and in 1978, 14,400 sq.ft. were constructed adjacent to the first addition. Both additions increased Sacramento Pipe Works overall floor space to 41,515 sq.ft. Both additions were designed and constructed under the supervision of "Gene S. Porter, Inc., a local civil engineering firm. In 1982 Gene S. Porter, Inc., also designed and supervised the structural reinforcement of the building for the prevention of earthquake damage.

The building is currently being utilized as a fitness and climbing center and contains a large climbing structure in its large interior space.

The building is a particularly fine representative of small industrial architecture. The Beaux Arts character of the original Pipe Works building with its tall arched window openings, and the light and airy image created by the building's many windows add elegance to an otherwise utilitarian structure. Though somewhat altered, the original structure essentially retains its original image, and its additions are not intrusive to its principle east elevation.

The building appears to be potentially eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register as a contributor to the North 16th Street Historic District.

B11. Additional Resource Attributes: None

***B12. References:**

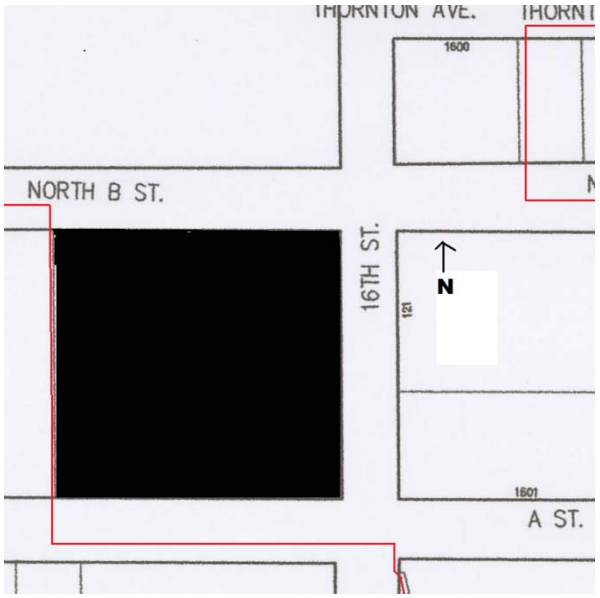
William Shaw, Sacramento Bee, 9/29/1923, p. E-6
Sanborn Insurance Maps

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** January 2009

(This space reserved for official comments.)



*These items consist of required information.


SACRAMENTO
PIPEWORKS
CLIMBING & FITNESS
ENTRANCE


Brew It Up! Brewery & Grill

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 ***Resource Name or #:** 131 N. 16th Street
P1. Other Identifier: Warehouse, Del Monte Cannery-Blue Diamond Growers Exchange
***P2. Location: *a. County** Sacramento
b. Address: 1601 N. A Street **City**: Sacramento **Zip** 95816
***c. USGS 7.5' Quad** Sacramento East

***e. Other Locational Data: APN#:** 002-0053-004

***P3a. Description:**

The Industrial brick structure stands parallel to and north of the A Street Warehouse, on the north side of N. A Street. The tall single story warehouse building contains four large truck doors on the south elevation and five banks of industrial sash windows on the west elevation. A section near the west end facing south is raised with a stepped parapet, as is the west elevation of the long warehouse. The parapet designs are similar, with the one on the west elevation being an expanded or stretched version of that on the south-facing section.

A ramp has been added to the truck door opening on the east, and additions have been made to the building along its north elevation. Concrete block infill has occurred on the west. The parapet sections of the building appear to have been constructed between 1935 and 1945, but the sections between that connect them may be later in date.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■ Building Structure Object Site District ¦ Element of District Other (Isolates, etc.)

P5b. Description of Photo: view to northeast
***P6. Date Constructed/Age and Source:** ■ Historic ❒ Prehistoric ❒ Both
1935-1945
***P7. Owner and Address:**
California Almond Growers Exchange
P.O. Box 176
Sacramento, CA 95814
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, Ca 95608
***P9. Date Recorded:**
March 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ■ NONE Location Map Sketch Map Continuation Sheet ¦ Building, Structure, and Object Record
Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record
Artifact Record Photograph Record Other (List)_____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

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HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1

***NRHP Status Code** 5D1

***Resource Address:** 131 N. 16th Street

B1. Historic Name: Del Monte Cannery

B2. Common Name: Blue Diamond Warehouse

B3. Original Use: Cannery

B4. Present Use: Warehouse

***B5. Architectural Style:**

***B6. Construction History:**

This building was constructed 1935-1940.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:**

Original Location:

***B8. Related Features:**

None

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme:** Commercial Development

Area: River District Special Planning Area

Period of Significance: 1940-1942

Property Type: Commercial Brick Building

Applicable Criteria: C

This property is a contributor to the North 16th Street Historic District due to its industrial image and contribution to the character of the District.

B11. Additional Resource Attributes: None

***B12. References:**

Google Earth
Sacramento City Directories
Sanborn Maps

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** March 2009

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 2 **Resource Name or #:** 200 N. 16th Street
P1. Other Identifier: Sacramento Produce Terminal
***P2. Location: *a. County:** Sacramento
b. Address: 200 N. 16th Street **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0151-005
***P3a. Description:**

The large, U-shaped, brick structure is comprised of two tall 2 ½ story towers on each end, connected by a long, U-shaped, strip of produce storage and service sections. The strip is shorter in height, but is also two stories, with a loading dock and service doors beneath a row of metal sashed windows. A canopy projects above the service doors. The towers contain large, recessed, blind arched bays with metal sashed inset windows in the top floor, and tiled hip roofs. A small, brick-based tower with a pyramidal roof stands in the center of the opening between the two larger towers. The exterior of the brick building is newer on the north, and taller and rounded on the west to accommodate rail service.

A number of alterations have occurred to this service building over time, including both temporary extensions and additions, and new construction, as on the north. The design of the building resembles Crest Carpet (470 N. 16th Street) building to the north. The building stands near railroad spurs in the industrial end of north Sacramento and on a highway extension that connects major freeways.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the West.
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1926 factual
***P7. Owner and Address:**
Hanson Family Survivors Trust et/al
5021 Sandberg Dr.
Sacramento, CA 95819
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
March 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 2 ***NRHP Status Code** 5D1

***Resource Address:** 200 N. 16th Street

B1. Historic Name: Sacramento Produce Terminal

B2. Common Name: Sacramento Produce Terminal

B3. Original Use: Commercial Distribution **B4. Present Use:** Commercial Distribution

***B5. Architectural Style:** Mediterranean Revival

***B6. Construction History:**

The building was constructed in 1926. A number of alterations have occurred to this service building over time, including both temporary extensions and additions, a new construction, as on the north.

***B7. Moved?** ■**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:**

Railroad tracks at rear.

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme: Economic/Industrial** **Area:** Richards Blvd. Special Planning Area

Period of Significance: 1921-1948 **Property Type:** Warehouse **Applicable Criteria:** C

This address was first listed in Sacramento City Directories as the Sacramento Produce Terminal Building in 1926. Since that time, the building has served as a storage and distribution facility for a number of produce companies. Among the produce companies with the longest occupancies are the A. Levy and J. enter Produce Company (1932-present), the Virga Produce Company (Joseph Virga, founder) 1933. It has been an important produce distribution point for the entire city for many years.

The U-shape of the building is appropriate to its use as a distribution center, which it has been since it was constructed in 1926. The rear of the building is curved to allow easy access by rail. The building contributes to the industrial character and prevalent brick construction material of the North 16th Street Historic District.

B11. Additional Resource Attributes: None

***B12. References:**

Google Earth
Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** January 2009

(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 211 N. 16th Street
P1. Other Identifier: 211 N. 16th Street
***P2. Location: *a. County:** Sacramento
b. Address: 211 N. 16th Street **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0153-001
***P3a. Description:**

The one-story building is formed of intersecting gabled rectangles with clay tile roofs. The façade of the brick building contains a series of show windows beneath a clerestory, and large truck bay openings. The north elevation contains a series of recessed bays with multi-paned metal-sash windows, and door openings.

Alterations have been made to the north elevation, with the window closure of the bays and the insertion of walls and doors. The façade truck bays have been closed and a door and window installed. Show windows have been modified, and sign frame added to the building. It stands on a busy main thoroughfare that connects two large freeway systems.

***P3b. Resource Attributes:** HP 39, one-story commercial
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the southeast
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1937
***P7. Owner and Address:**
Ruland/Stephen/Twila
9041 La Riviera Dr.
Sacramento, CA 95826
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
February 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5D1

***Resource Address:** 211 N. 16th Street

B1. Historic Name: Russell Brothers Company

B2. Common Name: Rulands's Office Furniture

B3. Original Use: Commercial/Distribution **B4. Present Use:** Commercial/Retail

***B5. Architectural Style:** Vernacular

***B6. Construction History:**

Building constructed in 1937, several bays and show windows have been modified.

***B7. Moved?** ■**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:**

None

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** Commercial/Industrial **Area:** Commercial/Industrial

Period of Significance: 1937-1959 **Property Type:** Brick Commercial **Applicable Criteria:**

Constructed in 1937, this building was originally the home of the Russell Brothers Company, an automobile parts distributor. Russell Brothers operated from this location until 1943 when J.N. Blair and Company, a commercial refrigeration business moved into the building, occupying the north end of the building at 217. The south end of the building was occupied by James McMahon Liquors (213) and McMahon Restaurant (215). Blair and Company stayed in the building until 1954 when California Market Equipment, a store fixture business moved in.

McDonald Food Equipment Company, bought the building in 1962 and operated a business here up until the time of the previous survey (1998-99).

The building lacks architectural or historical distinction of its own. However, its primary value is as a component of the industrial building tradition so prevalent in its vicinity and in this area. Its image contributes visually to this setting, and is a contributing structure in the North 16th Street Historic District.

B11. Additional Resource Attributes: None

***B12. References:**

Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps 1915, 1952
Sacramento County Assessor Parcel Viewer

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** February 2009

(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 221 N. 16th Street
P1. Other Identifier: Wood Brothers Carpet
***P2. Location: *a. County:** Sacramento
b. Address: 221 N. 16th Street **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0152-018

***P3a. Description:**

The reinforced concrete building is two stories in height, with minimal references to Spanish or Mediterranean Revival stylistic origins. Ground floor bays with store front openings extend the length of the N. 16th Street façade except on the far north and south ends, where there are truck bays. Industrial sash tilt-out windows light the second floor, and clay tile ornaments the top of the stepped façade parapet and shall second floor canopy.

Alterations have occurred to the facade show windows and entries. The northern ground floor bay has been closed and sealed and the large truck door on the south end of the façade is not original. The façade is surfaced with stucco plaster which is in good condition.

***P3b. Resource Attributes:** HP39
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the southeast
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1925
***P7. Owner and Address:**
Wood Family Rev Trust
2661 Foley Ct.
Sacramento, CA 95864
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
March 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code**

***Resource Address:** 221 N. 16th Street

B1. Historic Name: Wm. A. Ward Seed Company

B2. Common Name: Wood Brothers Carpet

B3. Original Use: Warehouse & Sales **B4. Present Use:** Warehouse & Sales

***B5. Architectural Style:** Some references to Spanish and Mediterranean Revival

***B6. Construction History:**

The building was constructed in 1925. Show windows have been modified, and northern truck bay sealed.

***B7. Moved?** ■**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:**

None

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** Early 20th Century Commercial/Industrial **Area:** River District Special Planning Area

Period of Significance: 1925-1959 **Property Type:** Warehouse **Applicable Criteria:**

The structure was built in 1925 by the W.A. Ward Seed Co. to serve as a warehouse and sales facility. It was also used to mill and clean incoming seed. It housed general offices of the company. The first floor was originally 18,000 sq. ft. and two stories in height, with a second floor balcony area of 12,000 sq. ft. surrounding the central open area. The main floor contained three stores, a garage space and a fumigating room to kill insects in the seed. Fumigated seed was then conveyed to the second floor for milling, sacking and weighing. The building was occupied for a time by the F.F. Smith Seed Co. and is now the warehouse and sales facility for Wood Brothers Carpets and floor coverings.

A brick building with two long bays at 1615 Thornton is all that remains of an original Ward Seed Company complex, after a building like the existing one burned, creating the current vacant lot. The original building was twice as large as the remaining one and was utilized by the Ward Seed Company as storage since it stood adjacent to the rear of their building on N. 16th Street and was a part of their operation. The building has a long record of continuous use and its architectural image enhances the character of the buildings in its vicinity.

The Ward Seed Company and the remaining portion of its original complex, 1615 Thornton, are contributors to the North 16th Street Historic District.

B11. Additional Resource Attributes: none

***B12. References:**

Google Earth
Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps 1915, 1952
Sacramento County Assessor Parcel Viewer

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** March 2009

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 235 N. 16th Street
P1. Other Identifier: Vacant commercial space
***P2. Location: *a. County:** Sacramento
b. Address: 235 N. 16th Street **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0152-019

***P3a. Description:**

The one story brick structure stands adjacent to Wood Brothers and may currently serve as additional storage for the business. The building contains two show window areas that flank a central truck-door bay. Original clerestory windows with decorative muntin treatment have been removed or covered. Ornament is limited to a simple horizontal and vertical brick banding in the frieze and above the window bays. The windows and entrance door have been altered.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the east.
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both 1927
***P7. Owner and Address:** Wood Family Rev. Trust 2661 Foley Ct. Sacramento, CA 95864
***P8. Recorded by:** Paula Boghosian, Historic Environment Consultants 5420 Home Court Carmichael, CA 95608
***P9. Date Recorded:** March 2009
***P10. Survey Type:** Intensive
P11. Report Citation*: Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5D1

***Resource Address:** 235 N. 16th Street

B1. Historic Name: Western Body Company

B2. Common Name: Western Body Company

B3. Original Use: Auto Body **B4. Present Use:** Vacant

***B5. Architectural Style:** Vernacular

***B6. Construction History:**

Built in 1927. Front entry and show windows modified. Windows replaced with wood paneling.

***B7. Moved?** ■**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:** None

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** Brick Commercial/Industrial **Area:** River District Special Planning Area

Period of Significance: 1927-1959 **Property Type:** Commercial sales & warehouse **Applicable Criteria:** C

The building was constructed in 1927 as the Western Body Company. The central truck door and window configuration substantiate its original use as auto related, as were a number of buildings in this area. The industrial character of the building and its brick construction relate it to the image of the buildings around and near it. The small vernacular brick building is a contributing structure to the North 16th Street Historic District.

B11. Additional Resource Attributes: None

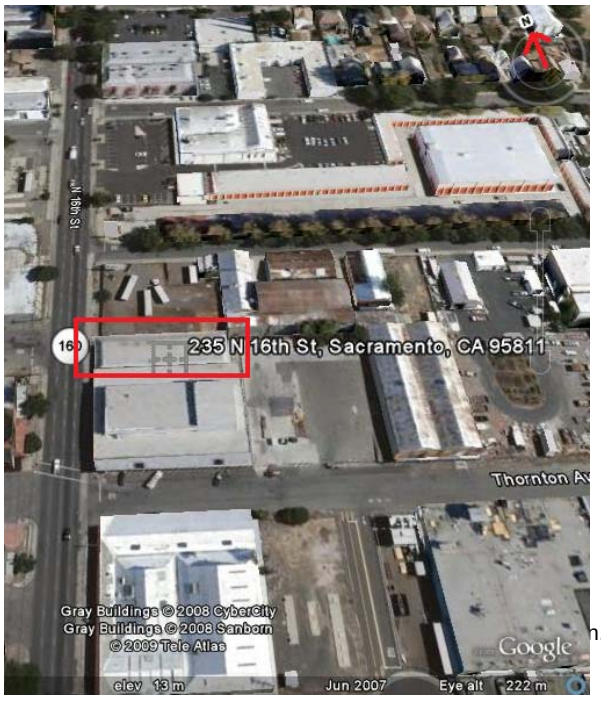
***B12. References:**

Google Earth
Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps 1915, 1952
Sacramento County Assessor Parcel Viewer

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** March 2009



(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 311 N. 12th Street
P1. Other Identifier: Acme Cabinet
***P2. Location: *a. County:** Sacramento
b. Address: 311 N. 16th Street **City:** Sacramento **Zip:** 95811
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0130-022

***P3a. Description:**

The one and one-half story, wood frame structure is comprised of a gabled, metal-sheathed building, and a façade surfaced with textured metal sheeting. The pressed metal surface of the façade had been fabricated to give it the appearance of rusticated stone or concrete blocks. The façade contains a stepped parapet with a tall central section and a centered louvered vent opening. The lower portion of the façade contains four windows and a centered door. The front of the building is angled to parallel North 12th Street, which runs at a northeast/southwest angle to the standard grid. The openings in the façade have been covered. The wood frame building behind the façade contains multi-paned industrial sash windows.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the east.
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1922
***P7. Owner and Address:**
Loaves & Fishes

***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
February 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *NRHP Status Code: 5S1

***Resource Address:** 311 N. 12th Street

B1. Historic Name: Acme Cabinet Shop

B2. **Common Name:** Loaves & Fishes

B3. Original Use: Woodworking Shop **B4. Present Use:** Part of a facility for homeless

***B5. Architectural Style:** Vernacular

***B6. Construction History:**

This building was constructed in 1922. The openings in the façade have been covered. There may be some alterations to the rear portion of the building that are not visible from the street.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** A small park behind a solid curved wall along North 16th Street, connecting it to Mary House on the corner of North C Street.

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** Commercial Architecture **Area:** River District Special Planning Area

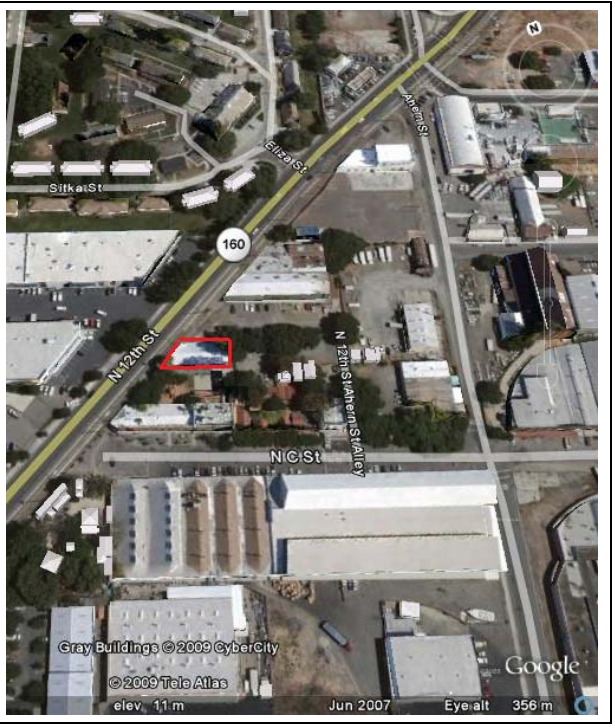
Period of Significance: 1922-1959 **Property Type:** Brick Commercial Building **Applicable Criteria:** C

The structure apparently was constructed in 1922 for the Machold Brohers. Formerly a planning mill, the building served wood working and cabinetry functions, such as the Acme Cabinet Shop, for many years until its present ownership by Loaves and Fishes. The rusticated stone imitation of the building's façade is an interesting and now unusual example of a surface treatment once typical of commercial or industrial buildings of the 1920s era. The shape and texture of the façade create an image, once commonplace, that is now almost absent in Sacramento. The building is a rare and representative remnant of its type and has essentially retained its original image. As such, it appears to be potentially eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, and the Sacramento Register as a Landmark Structure.

B11. Additional Resource Attributes: None

***B12. References:**

Assessor's Records
Google Earth
Interview with Emil Ister, owner of Acme Cabinet
Sacramento city Directories, 1922-1982



B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** February 2009

(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI #**_____
PRIMARY RECORD **Trinomial**_____
NRHP Status Code_____
Other Listings_____
Review Code_____ **Reviewer**_____ **Date**_____

Page 1 **of** 1 ***Resource Name or #:** 318 N. 16th Street
P1. Other Identifier: Flying "A" Gas Station Building
***P2. Location: *a. County** Sacramento
b. Address 318 N. 16th Street **City** Sacramento **Zip** 95816
***e. Other Locational Data: APN#: 001-0142-013**

***P3a. Description:**

The property contains a large open paved lot with a former gas station structure on one corner. The most recent use for the property was boat sales with the former Flying "A" Service Station building serving as the sales office.

The small concrete building is one story and rectangular, with a smaller, similarly shaped, extension on the north elevation. Both sections of the building have a flat roof. The east elevation contains two large truck door openings to service autos, and the office, also open to the east, has a window and door.

The corners of the larger portion are ornamented with pilasters which are topped with a raised design containing the capital letter "A" flanked by bird wings, the former logo symbol of a major gasoline fuel company. The pilasters and capitals are the only decorative feastures of the simple Moderne -influenced building. The building is a contributor to the North 16th Street Historic District.

***P3b. Resource Attributes:** HP6
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐ Other

P5b. Description of Photo:
View to west
***P6. Date Constructed/Age and Source:**
■ Historic ☐Prehistoric ☐Both
1950
***P7. Owner and Address:**
Donald Leong
5120 Hillard Way
Sacramento, CA 95831
***P8. Recorded by:**
Paula Boghosian
Historic Environment Cons.
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
March 1998, March 2009
***P10. Survey Type:** Intensive

P11. Report Citation*: Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.
***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record☐ Artifact Record ☐ Photograph Record ☐ Other

*These items consist of required information.

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI#**_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5D1
***Resource Name or #** 318 N. 16th Street
B1. HistoricName: Flying "A" Service Station
B2.CommonName: Vacant
B3. Original Use: Service Station **B4. Present Use:** Vacant
***B5. Architectural Style:** Moderne influences
***B6. Construction History:**

The building was constructed in 1950. It is unknown when the accompanying gas pumps were removed.

***B7. Moved?** ■ **No** ❑**Yes** ❑**Unknown** **Date:** **Original Location:**
***B8. Related Features:**
None

B9a. Architect: unknown **b. Builder:** unknown
***B10. Significance: Theme** Commercial Development **Area** River District Special Planning Area
Period of Significance 1923-42 **Property Type** Commercial **Applicable Criteria** C

The Service Station structure with its corporate design detail is representative of a once common image associated with a particular company engaged in the gasoline industry. The building served as the office of a boat sales business for several years.

The strong image of original logo on the prominent corners of the building reflects the automotive-oriented activities of the area and the era of substantial automotive growth after World War II. It is an unusual remnant of a formerly common logo of its era.

The building contributes to the 16th Street Historic District in character and original use.

B11. Additional Resource Attributes: None

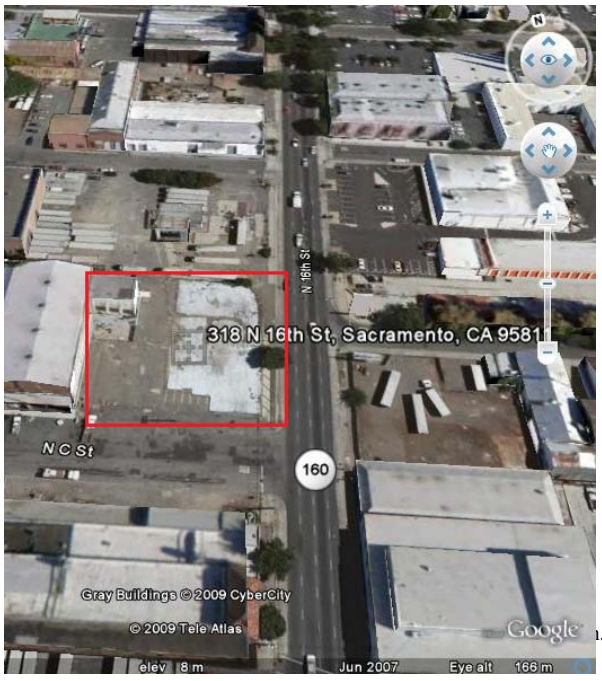
***B12. References:**
Sacramento County Assessor Files
Sanborn Insurance Maps

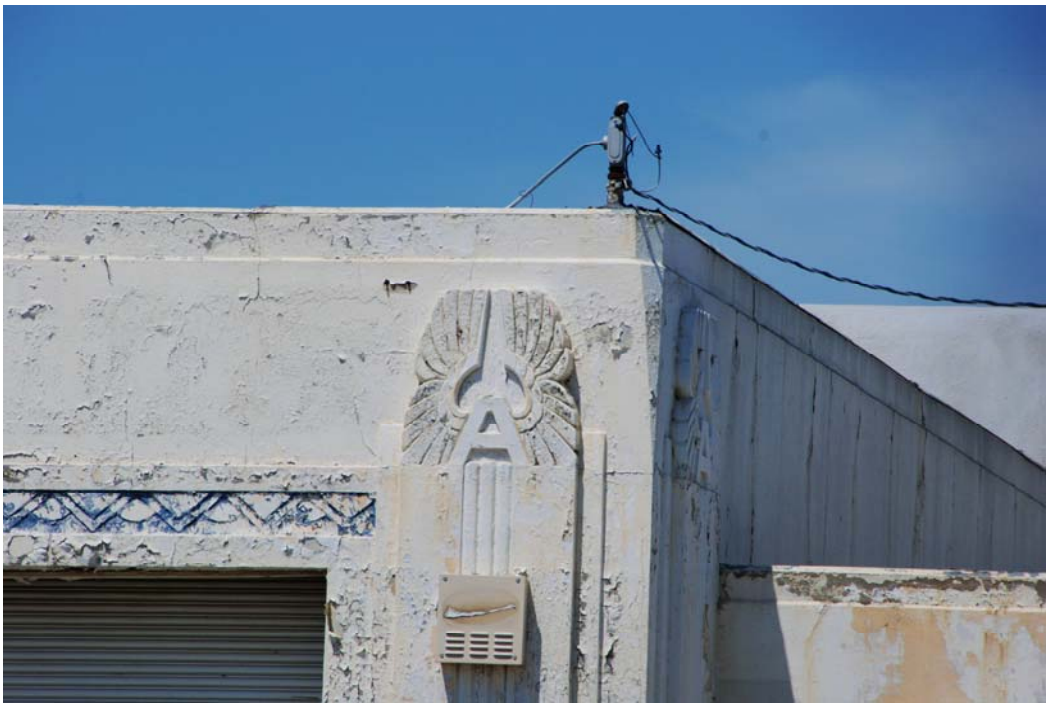
B13. Remarks:

***B14. Evaluator:** Paula Boghosian

***Date of Evaluation:** March 1998, March 2009

(This space reserved for official comments.)





Notice the Flying "A" logos that appear on the corners of the building, the scored pilasters and the decorative frieze above the garage door. View to the west.

Notice pilaster, inset window banks and stepped back parapet. View to the north.

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI #**_____
PRIMARY RECORD **Trinomial**_____
NRHP Status Code_____
Other Listings_____
Review Code_____ **Reviewer**_____ **Date**_____

Page 1 **of** 1 ***Resource Name or #:** 400 N. 16th Street
P1. Other Identifier: Railbridge Winery
***P2. Location: *a. County** Sacramento
b. Address 400 16th Street **City** Sacramento **Zip** 95814
***e. Other Locational Data: APN#: 001-0141-017**

***P3a. Description:**

The property contains a small one story brick commercial building. The frontage on N. 16th Street is small compared with the depth of the building which extends to the rear abutting the property at 1517 Mccormack.

The facade contains a central glass-doored entry, flanked by two sets of tripartite glass show windows. The door and adjacent glass panes, and the show windows have been mounted in aluminum frames. The primary ornamentation consists of a band of decorative brickwork along the cornice of the façade and the south elevation. A rounded awning wraps around the corner of the building.

The show windows have been replaced, the entry altered, and a strip of wood has been attached above the show windows. The brick surface of the building has been painted. A billboard is attached to the roof on the south elevation.

The building is currently occupied by the Railbridge Winery. It contributes to the North 16th Street Historic District in terms of image, use and original material.

***P3b. Resource Attributes:** HP 6
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ❑ District ■ Element of District ☐ Other

P5b. Description of Photo: View to northwest
***P6. Date Constructed/Age and Source:** ■Historic Prehistoric Both 1935 Est.

***P7. Owner and Address:**
Bartley Cavenaugh Trust
1533 40th Street
Sacramento, CA 95819
*P8. Recorded **by:**
Paula Boghosian
Historic Environment Cons;
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
April 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other

*These items consist of required information.

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI#**_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page _1_ **of** _1_ ***NRHP Status Code**_____5D1_____
***Resource Name or #**_400 N. 16 th Street_____
B1. Historic Name:_____
B2. Common Name:___Railbridge Winery_____
B3. OriginalUse:__commercial **Current Use**: ___ commercial
Architectural Style:_____vernacular commercial_____
***B6. Construction History:**
The construction date of the building is estimated circa 1935.

***B7. Moved?** ■ **No** **Yes** **Unknown** **Date:**_____ **Original Location:**_____
***B8. Related Features:** none

B9a. Architect:__unknown_____**b. Builder:**_unknown_____
***B10. Significance: Theme**__ commercial/light industry_____**Area**_River District Special Planning Area
Period of Significance_1935-1942_____**Property Type**_commercial retail_____**Applicable Criteria**_C

The building currently serves as the Railbridge Winery with retail sales.
The small commercial building reflects elements of its original design in its cornice and brick surface. The fenestration of the façade has been modified somewhat, changing the original image.

The building is a contributor to the North 16th Street Historic District in terms of scale, original construction material and image.

B11. Additional Resource Attributes: -

***B12. References:**
Google Earth
Sacramento County Assessor Office Files
Sanborn Insurance Maps

B13. Remarks:

***B14. Evaluator:** Paula Boghosian
***Date of Evaluation:** April 2009

(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 410 North 16th Street
P1. Other Identifier:
***P2. Location: *a. County:** Sacramento
b. Address: 410 North 16th Street **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0141-016

***P3a. Description:**

This single-story brick building was building in 1930 (est.) by Uty Family a prominent business and commercial family in Sacramento at the time. It's most recent tenant was Bob's Supply and is now currently vacant and boarded up. The façade consists of three decorative projecting brick pillars that partition it into two equal sized bays. The roof-line has a false parapet consisting of two bays of angled clay tile which conceal a truss roof. The north bay of the façade has a large window opening which is not boarded-up. In the 1999 survey it had a large aluminum sash show window consisting of four equal sized vertical elements. The south bay has a wood entry door and a large square truck door. The north elevation has a series of equal sized multi-paned metal sash windows above a brick veneer. The building is in fair condition.

The building contributes to the North 16th Street Historic District in terms of material, scale and original use.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the northwest
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1930 est.
***P7. Owner and Address:**
Wm. & Henry Doering
1506 Sproule Ave.
Sacramento, CA 95811
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
April 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐ Photograph Record ☐ Other (List)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 524 N. 7th Street, 801 Richards Blvd.
P1. Other Identifier: McKesson & Robbins Wholesale Drug and Liquor Distribution Center
***P2. Location: *a. County:** Sacramento
b. Address: 425 N. 7th Street, 801 Richards Blvd. **City:** Sacramento **Zip:** 95811
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0120-018
***P3a. Description:**

The western portion of the one story building is comprised of a large horizontal block form intersected by a small taller square block with an entrance at the point of intersection. The entry has a brick base and is covered by a flat canopy supported by posts. A long narrow horizontal strip projects from the building above the band of windows and wraps around the corner on Richards Boulevard. The north portion that extends from the entry block contains shallow banks of windows below the continuation of the horizontal strip.

The south elevation lacks ornamentation until it meets the eastern portion of the building. The roof of the continuing one story portion contains banks of projecting clerestory windows allowing light into the interior and creating a zigzag roof pattern. These roof monitors extend from the east to the west, almost to the western façade. A narrow strip similar to that on the southwest, wraps around the southeast corner of the building above windows and becomes a canopy above the entry at that corner of the building. Openings and windows on the southeast portion of the building are different from the western façade and some modifications may have occurred. The western portion appears fairly unaltered. The west and east portions are currently painted different colors and housed different businesses.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the east
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1951
***P7. Owner and Address:**
Continental Plaza Phase IV
3184 "J" Airway Ave.
Costa Mesa, CA 92626
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
March 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency **Primary #**_____
DEPARTMENT OF PARKS AND RECREATION **HRI#**_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5S1

***Resource Address:** 425 N. 7th Street, 801 Richards Blvd.

B1. Historic Name: McKesson & Robbins Wholesale Drug & Liquor Distribution Center

B2. Common Name: none

B3. Original Use: Distribution Warehouse **B4. Present Use:** Vacant

***B5. Architectural Style:**

***B6. Construction History:**

Completed in 1951

***B7. Moved?** ■**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:** None

B9a. Architect: Herbert Goodpaster **b. Builder:** Affiliated Engineers & Contractors Inc.

***B10. Significance: Theme:** Industrial/Warehouse **Area:** River District Special Planning Area

Period of Significance: 1951-present **Property Type:** Industrial/Warehouse **Applicable Criteria:** A, C

The McKesson & Robbins Drug and Liquor Wholesale Distribution warehouse was completed in 1951. At the time it was built it was the largest drug and liquor warehouse operation under one roof in the United States. The predecessor companies had a long history in Sacramento going back to 1852 at 114 J Street as the H.C. Kirk pharmacy. In the early 1880s the Kirk pharmacy merged with William Geary and the business became a wholesale operation at 416 J Street. W.F. Geary joined the firm in 1899 and in 1922 he became president of the firm. His house on 21st Street in Boulevard Park is on the National Register of Historic Places. In 1928 Kirk-Geary joined 15 other wholesalers in forming the McKesson & Robbins Inc. The local operation was known for years as the McKesson-Kirk-Geary company. McKesson operated here from the 1951 construction of this warehouse at 425 N 7th and 801 Richards, until the early 1980s. McKesson is still a corporation specializing in the distribution of health care systems, medical supplies and pharmaceutical products and is the largest health care company in the world, with sales of $101.7 billion in 2008.

Herb Goodpastor designed the Jackson Furniture Store in Sacramento in 1946, a harbinger of the new 'contemporary' design influences of the late 1940s and 1950s. The architect was a prominent Sacramento architect and the design of the building reflects primary design principles of its era with its horizontal emphasis, strip fenestration, and simplicity of forms. It appears to be an early representative of its style in Sacramento. It is a good example of its type and design, and is eligible for listing on the Sacramento Register as a Landmark structure.

B11. Additional Resource Attributes: None

***B12. References:**

Pacific Coast Architecture Database, "Herbert Goodpastor, https://digital.lib.washington.edu/architecture/architects/5136

Sacramento Bee: 5/6/1950

Sacramento City Directories 1926-1982

Sanborn Fire Insurance Maps 1915, 1952

Sacramento County Assessor Parcel Viewer

Sacramento Union: 1/25, 1937, p. 4; 5/6/1950, p. 8; 2/27/1951, p. 8; 3/31/1963, p. D-1.

Wikipedia Online Encyclopedia

Google Earth

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** March 2009

(This space reserved for official comments.)

Detail of entrance to former McKesson-Roberts Pharmaceutical warehouse office, view to the northeast.

East end of McKesson-Roberts building, former liquor distribution warehouse. View to the northwest.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 430 N. 16th Street
P1. Other Identifier:
***P2. Location: *a. County:** Sacramento
b. Address: 430 N. 16th Street **City:** Sacramento **Zip:** 95811
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0141-013

***P3a. Description:**

An angled false parapet, covered with clay tile shingles, hides what appears to be a flat roof. The building has a distinctive brick pillar on the southeast corner with vertical lines of decorative brick that matches similar pillars on the façade of 410 N. 16th Street. The façade has been modified and now has six vertical aluminum sash windows. There is vertically channeled wood siding below and above the windows where it may conceal, or have replaced, clerestory windows. There is a small brick base on the façade suggesting that it may not have contained an entry. On the south façade to the west of the corner pillar is an entry door floor on the west by two identically shaped vertical windows. A set of concrete steps leads up to a concrete loading dock platform that is in front of a roll-up metal door. This opening is flanked on either side by a pair of small square windows placed high on the wall. In the 1952 Sanborn Map this building was an office for a Sunland Oil Company storage facility which included the two lots to the south (now vacant). The building is a contributor to the North 16th Street Historic District.

***P3b. Resource Attributes:** HP6
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the west.
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1930 est.
***P7. Owner and Address:**
Wm. & Henry Doering
1506 Sproule Ave.
Sacramento, CA 95811
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
April 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ☐ Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ■District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐ Photograph Record ☐ Other (List)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 5
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 2 **Resource Name or #:** 470 N. 16th Street
P1. Other Identifier: Mack Truck International Corp., Crest Carpet Co.
***P2. Location: *a. County** Sacramento **b. USGS 7.5' Quad** Sacramento East **Date** 1967
c. Address: 470 N. 16th Street **City** Sacramento **Zip** 95814
***e. Other Locational Data:** APN#: 001-0141-024
***P3a. Description:**

The facade elevation of the two story brick structure contains a tiled hip roof and a series of seven blind arch bays in a rectangular building segment that parallels North 16th Street. Six of he bays contain show windows on the first floor, and each has an aluminum sash casement window centered in a blind arch on the second floor. The seventh bay contains a large truck door. A standard door stands adjacent to the south. Another standard door lies between the fifth and sixth bay, apparently leading to the second floor. The form, brick and tile materials and arches relate the design of the building to Mediterranean Revival design.

Three parallel gabled monitors extend from the rear of the facade elevation to the rear (west). A main entry occurs on the north end of the building, and second floor access on the south. A large truck door lies near the south end. The north elevation, also brick, is divided into bays by pilasters and contains large sections of metal-sashed windows alternating with large service doors. The rear is sheltered by a canopy above large truck doors.

***P3b. Resource Attributes:** HP39
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: View to the northwest
***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
1929, factual
***P7. Owner and Address:**
Doering/Wm H/Henry G.
1506 Sproule Ave.
Sacramento, CA 95814

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
March 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*: Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

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HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5D1

***Resource Address:** 470 N. 16th Street

B1. Historic Name: Mack Truck International Corp.

B2. Common Name: Crest Carpet Co.

B3. Original Use: Retail Truck Sales & Service **B4. Present Use:** Retail Carpet

***B5. Architectural Style:** Mediterranean Revival influences

***B6. Construction History**

The building was constructed in 1929. Show window divisions and openings have been modified and sash replaced. Second floor windows have been modified. The roll-up door on the facade is not original. Signage distracts from the building.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown Date:** **Original Location:**

***B8. Related Features:** Free standing hip roofed structure to the southwest.

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme** Commercial/Industrial

Area Richards Blvd. Special Planning District

Period of Significance 1929-1949 **Property Type** Commercial **Applicable Criteria** C

The building served for nearly fifty years as the local headquarters for two major commercial vehicle enterprises. From 1929, when the building was constructed, until 1934, this building was the local home of the Mack International Trucking Corporation, a nationwide truck manufacturer. In 1934, the F.B. Hart Trucking Co., a locally owned business, took over the building and used it as its headquarters for the next 23 years. While there, the F.B. Hart Company grew into a successful dealership specializing in large diesel trucks for commercial purposes. The Harts were important in private as well as business activities. Mrs. Hart was a world class polo player, and the winner of numerous trophies. Her horse breeding activities in the north Sacramento region continued a tradition in this area begun by James Ben Ali Haggin and Lloyd Tevis in the 19th Century.

In 1957, F.B. Hart left the building and it remained vacant until 1959. In that year the Safety Switchbaord Company, an electrical equipment supplier took over the building and occupied it until 1965. The building is now the home of Crest Carpet, a retail carpet dealership.

The building carries the stylistic image established for industrial related buildings of this area, with Mediterranean Revival brick, tile and arch theses. Though altered, it is an attractive structure for its use, and sited in a prominent location. Historic ownership associations are of some note. The building is a contributor to the North 16th Street Historic District in terms of construction material, historic uses and image.

B11. Additional Resource Attributes: None

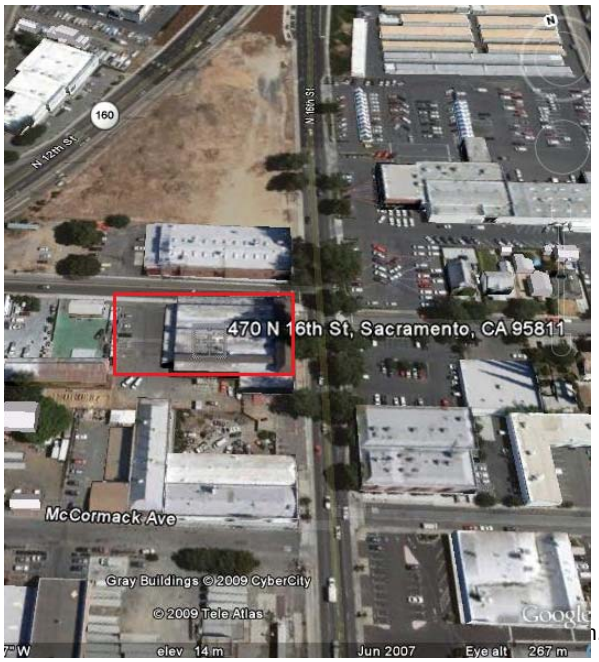
***B12. References:**

Google Earth
Sacramento City Directories, Assessor's Records
Sanborn Insurance Maps

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, HEC

***Date of Evaluation:** March 2009



(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 5
Other Listings_____
Review Code_____ Reviewer_____ Date_____

 Resource Name or #: 500 N. 16th Street
P1. Other Identifier: Capitol Sheet Metal
***P2. Location: *a. County** Sacramento **b. USGS 7.5' Quad** Sacramento East **Date** 1967
c. Address: 500 N. 16Th Street **City** Sacramento **Zip** 95814
***e. Other Locational Data:** APN#: 001-0130-009

***P3a. Description:**

The two story brick building is rectangular in form and its base is concrete. The eastern section of the building is divided into two different floors, while the rear or western end is an undivided one-story space. Windows are multi-paned industrial sash type, on both floors and the rear, and the principal entry is centered on North 16th Street.

Constructed in 1935 the building reflects the form and image of the emerging *International Style* that originated in Europe. The style received much of its early inspiration from factory buildings and other industrial structures, and certainly fits its role in this Sacramento representative of the style.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ■ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: View to Northwest 3/2009

***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
1935, factual

***P7. Owner and Address:**
Capitol Sheet Metal
500 N. 16th Street
Sacramento, CA 95811

***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608

***P9. Date Recorded:**
March 2009

***P10. Survey Type:**
Intensive

P11. Report Citation*: Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure, and Object Record
☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 5D1

***Resource Address:** 500 N. 16th Street

B1. Historic Name: Western Machinery Co.

B2. Common Name: Capitol Sheet Metal (CMS)

B3. Original Use: Industrial **B4. Present Use:** Industrial

***B5. Architectural Style:** Utilitarian and Vernacular, very limited Moderne influences

***B6. Construction History**

The estimated construction date is 1935. The building was remodeled in 1969 when Capitol Sheet Metal moved into the building.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown Date:**_____ **Original Location:**

***B8. Related Features:** None

B9a. Architect: Unknown **b. Builder:** Uknown

***B10. Significance: Theme** Commercial/Industrial

Area Richards Blvd. Special Planning District

Period of Significance 1921-1948 **Property Type** Industrial/Office **Applicable Criteria** C

The brick structure was built in the mid 1930s for the Western Machinery Co., J.H. How, manager. It remained in use by that business for many years, and now is occupied by the Capitol Sheet Metal Company. A sign above the door notes "Warehouse of Haslett Warehouse Co."

The structure contributes to the brick industrial building tradition of the area, and is a contributor to the North 16th Street Historic District.

B11. Additional Resource Attributes: None

***B12. References:**

Assessor's Records, Sanborn Insurance Maps
Google Earth
Sacramento City Directories

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, HEC

***Date of Evaluation:** March 2009

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 2 **Resource Name or #:** 521 N. 10th Street
P1. Other Identifier: Volker Flooring
***P2. Location: *a. County:** Sacramento
b. Address: 521 N. 10th Street **City:** Sacramento **Zip:** 95811
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0081-006

***P3a. Description:**

The one story building is constructed of reinforced concrete with a painted cement plaster surface. The shallow hip, composition-shingled roof covers an "L"-shaped building with a service wing extending south, and an office area in the west wing.

The angled entry is on the southwest facing corner, and is attractively enhanced with modern stylistic ornamentation. The entry is recessed and framed by scored and rounded supports and two vertically fluted panels topped with rectangular deco-styled panels.

The west elevation contains eight multi-paned, industrial sash windows, while the south facing elevation contains smaller horizontally shaped windows placed high on the wall. The service wing extending to the south contains similar windows in its western elevation and a truck door.

Alterations appear minor.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to northeast
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1949
***P7. Owner and Address:**
Zeigler, Ronald L./Elizabeth Jo et al
Box 348
Los Alamos, CA 93440
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
March 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*: None

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

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HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5S1

***Resource Address:** 521 N. 10th Street

B1. Historic Name: William Volker Company

B2. Common Name: Admail West

B3. Original Use: Warehouse, office and showroom **B4. Present Use:** Direct Mail House

***B5. Architectural Style:** Art Deco and Moderne influences

***B6. Construction History:**

The building was constructed in 1949 and is largely unaltered. It is early example in Sacramento of tilt-up concrete wall construction in the area.

***B7. Moved?** ■**No** □**Yes** □**Unknown** **Date:** **Original Location:**

***B8. Related Features:** None

B9a. Architect: unknown **b. Builder:** unknown

***B10. Significance: Theme:** Commercial Property **Area:** River District Special Planning Area

Period of Significance: 1949-1959 **Property Type:** Industrial **Applicable Criteria:** C

The 36,000 square foot warehouse building was built for William Volker & Co., wholesale floor covering distributor in 1949. It was considered a contributor to the expansion of the industrial park character of this area.
The Volker Company remained in the building until 1981. It was purchased by Westco Products, bakery supply manufacturer, in 1983, and occupied by that company until the early to mid 1990s. It is still owned by its Westco owner, Ronald Ziegler.

The construction process was fairly new in the area, with reinforced cement walls cast in a form flat on the ground. When set, the concrete walls were lifted by a crane and put in place. By eliminating the construction of upright wooden forms for the walls, completion of the building was hastened.

The building contains some attractive design components reflective of the era, and is important as an early example of tilt-up concrete construction in Sacramento. The building appears eligible for listing in the Sacramento Register as a Landmark.

B11. Additional Resource Attributes:

***B12. References:**

Sacramento Assessor
Sacramento Bee: Sept. 24, 1949, p. 8.
Sacramento City Directories

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** March 2009

(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency	Primary #_____
DEPARTMENT OF PARKS AND RECREATION	HRI#_____
CONTINUATION SHEET	Trinomial_____

 Resource Name or #: 521 N. 10th Street
Recorded by : Paula Boghosian

Detail view of front entrance. View to the north.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 700 Dos Rios
P1. Other Identifier: Dos Rios School
***P2. Location: *a. County:** Sacramento
b. Address: 700 Dos Rios **City:** Sacramento **Zip:** 95811
***c. USGS 7.5' Quad** Sacramento East **Date:** 1992
***e. Other Locational Data: APN#:** 001-0082-001

***P3a. Description:**

The one story stucco-surfaced structure reflects Moderne design in its rounded corner entry, ornamental details, and simple treatment of its classroom wings. Two one-story classroom wings extend in different directions at a roughly 90 degree angle from the entry, forming an "L" shape. Horizontal bands of windows and window banks provide lighting to the classrooms, and provide an open, airy quality reflective of architectural design of that era. The rounded entry buildings is divided into three horizontal bands by a shallow molding that enframes horizontal groups of multi-paned, metal sash windows. A scalloped trim encircles the structure beneath the projecting eave. Entry stairs are curved to reflect the shape of the building, and lead to the recessed, angled entrance. The curved portion of the building containing the entry is particularly distinctive. A number of additional buildings have been added to the site, including a two story classroom building, additional classroom buildings installed inside the angle of the "L" of the original school building, a multi-purpose room and cafeteria, and buildings south and east of the southern wing of the original school. While these buildings detract from the Moderne image of the original "L" shaped school building, they are not attached.

***P3b. Resource Attributes:** HP15

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the east
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1942
***P7. Owner and Address:**
North Sacramento School Dist.
5735 47th Ave. 802A
Sacramento, CA 95824
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
February 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *NRHP Status Code 5S1

***Resource Address:** 700 Dos Rios

B1. Historic Name: Dos Rios School

B2. **Common Name:** Smythe Academy

B3. Original Use: School **B4. Present Use:** School

***B5. Architectural Style:** Moderne

***B6. Construction History:**

The building was constructed in 1942. A short canopy has been added to the south end of the building. The date of this small addition is unknown.

***B7. Moved?** ■**No** □**Yes** □**Unknown** **Date:** **Original Location:**

***B8. Related Features:**

Several other buildings, in addition to the original five classrooms, have been added to the school site; five additional rooms were added in 1948, a multi-purpose hall and cafeteria were constructed in 1952, a portable building was added in 1968, and 1971, and a locker room was converted to a classroom in 1987. Since that time, several other portable/temporary structures have been added.

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** Elementary School **Area:** River District Special Planning Area

Period of Significance: 1942-1948 **Property Type:** School **Applicable Criteria:** C

The school was designed by George Sellon, a leading Sacramento architect of the era, and California's first State Architect. The original school building's fine Moderne design and proportions lend style and importance to the building.

George Sellon was an important figure in the field of architecture in Sacramento and the State, from just after the 1906 fire and earthquake in San Francisco, into the 1940s, designing some of the city's best known buildings. The California State Life Building, better known today as the 926 J Street building, was his design and the site of his architectural office.

The original school reflects a skillful execution of Merderne or Art Deco design of the era, utilized sensitively in a public school context. Al though the building is flanked by later auxiliary buildings locking design distinction, the original form remains intact and essentially separate from the auxiliary structures.

As a good example of its style and type of building and its design by the hand of a master architect who was a notable statewide figure in his profession as well as important regional designer, the original school building on this property, excluding the auxiliary structures, is potentially eligible of listing in the Sacramento Register as a Landmark structure.

B11. Additional Resource Attributes: None

***B12. References:**

Richards Blvd. Area Architectural and Historical Survey
Sacramento City School District Records and staff interviews
Sacramento County Assessor Parcel Viewer

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** February 2009

(This space reserved for official comments.)

*These items consist of required information.

Interior detail, showing the branching of the two hallways to the east (left) and south (right).

Interior detail near main entrance (to the right).

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HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 950 Richards Blvd.
P1. Other Identifier: Sacramento Theatrical Lighting Co.
***P2. Location: *a. County:** Sacramento
b. Address: 950 Richards Blvd. **City:** Sacramento **Zip:** 95811
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0031-008

***P3a. Description:**

The building is oriented horizontally, with projecting rounded sections toward the rear, supported by interior trusses. The façade of the one story L-shape building is divided visually into two portions along the facade. A longer portion extends to the west from the shorter section that contains the entry and projects further toward the north. The longer west section of the northern façade is surfaced with stucco and contains a long 'ribbon' bank of windows.

The section that contains the entrance consists of a full height glazed section containing the glass-doored entry, and a solid section of thin brick or tiles stacked and arranged in layers interrupted by shallow vertical channels. The planter at the base is constructed of the same materials. The main wall surfaces are concrete plaster. The east elevation of the building reveals three arched roof truss sections projecting from the roof and extending to the west.

The layers of stacked brick or stone on the façade were originally an earth color and have been painted dark grey. The stairs are brick of terra cotta color.

***P3b. Resource Attributes:** HP6
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the southwest
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
Completed 1951
***P7. Owner and Address:**
Sacramento Theatrical Lighting Co.
950 Richards Blvd.
Sacramento, CA 95811
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
March 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

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DEPARTMENT OF PARKS AND RECREATION **HRI#**_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 2 ***NRHP Status Code** 5S1

***Resource Address:** 950 Richards Blvd.

B1. Historic Name: Coffin-Reddington Drugs

B2. Common Name: Sacramento Theatrical Lighting

B3. Original Use: Distribution Center **B4. Present Use:** Theatrical Supplies

***B5. Architectural Style:**

***B6. Construction History:** Completed in 1951.

***B7. Moved?** ■**No** □**Yes** □**Unknown** **Date:** **Original Location:**

***B8. Related Features:** None

B9a. Architect: Albert C. Martin & Associates, Los Angeles **b. Builder:** Cahill Brothers, San Francisco

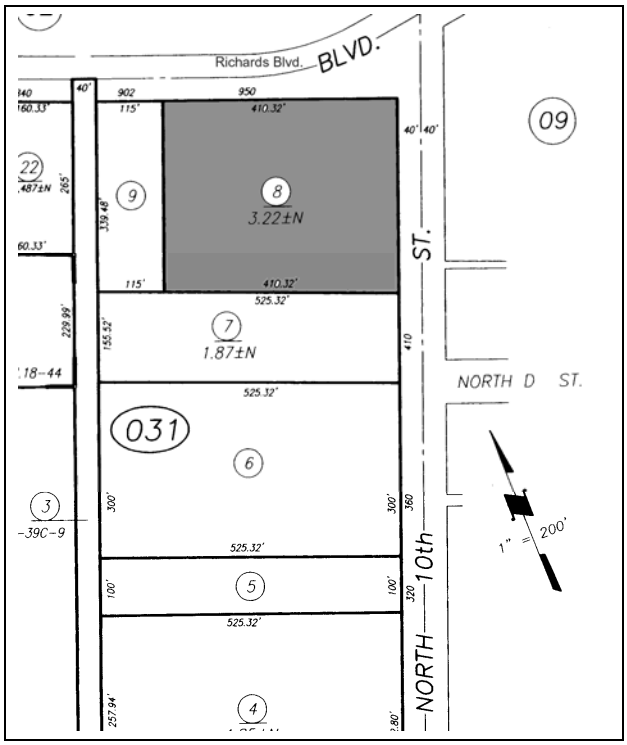
***B10. Significance: Theme:** **Area:** River District Special Planning Area

Period of Significance: 1951-present **Property Type:** Industrial/Distribution **Applicable Criteria:** C

The building is important due to its architectural design and architect, as well as its use as an important distribution point for a long time established business firm. The Coffin-Reddington Warehouse was completed in 1951. The company had been founded in San Francisco about 100 years prior to that, making it a very old original California company. Coffin Reddington had merged just a year prior to the completion of this warehouse with the Brunswig Company out of Los Angeles. The building continued to be occupied under the Coffin-Reddington name until 1962 when it assumed the name of the parent corporation, Brunswig Drug Company. It operated under the

The building was designed by the architectural firm of A.C. Martin & Associates, a well known Los Angeles architectural firm.

(see attached continuation sheet).



B11. Additional Resource Attributes: None

***B12. References:**

Architectural Record News, April 17, 2006
Hess, Alan, *The Ranch House*, Harry Abrams Inc., New York, 2004.
Los Angeles Times: 4/4/2006, p. B-10
Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps 1915, 1952
Sacramento County Assessor Parcel Viewer
Sacramento Union: 3/10/1950, p. 3; 6/25/1950, p. 10; 2/24/1951, p. 9.
Wikipedia Online Encyclopedia,
http://en.wikipedia.org/wiki/Albert_C._Martin,_Sr.

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** March 2009

(This space reserved for official comments.)

***B10. Significance: (continued)**

In 2006 the firm AC Martin Partners, Inc. celebrated its 100 year anniversary. Three generations of the Martin family helped guide the firm to prominence in Los Angeles architecture. In a 1979 article the L.A. Times credited the firm with designing "…more than 50 percent of all the major buildings erected in downtown Los Angeles since World War II." Among AC Martin's more memorable projects are: Ventura County Courthouse (1912), the Million Dollar Theater (1917 on Broadway), St. Vincent de Paul Roman Catholic Church (1923, Figueroa St.), Santa Monica Catholic Church (1926), the May Company store (1939, Wilshire Blvd.), a collaboration in the design of Los Angeles City Hall (1928), Log Angeles Dept. of Power and Water (1965, Hope St.), TRW Science Research Park (1968) and Arco Plaza Towers (1973). During its long history the firm has received over 100 design and planning awards. The company has been credited with the design of some 1,500 buildings. In the Los Angeles area

The design of the building reflects architectural modes of the time termed as "contemporary" due to their simplicity of form and detail, strong horizontal shapes, and reflection of the International Style to which the architect was well-exposed in the Los Angeles area. The interior truss work of the building is also impressive.

Due to architectural values, its design by a master, and important distribution uses, the building appears eligible for listing in the Sacramento Register as a Landmark structure.

Los Angeles City Hall
Library of Congress

May Company Department Store
Library of Congress

***B10. Significance: (continued)**

Million Dollar Theater, Los Angeles

Library of Congress

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

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HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 1100 Richards Blvd.
P1. Other Identifier: Zellerbach Paper Company
***P2. Location: *a. County:** Sacramento
b. Address: 1100 Richards Blvd . **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento East **Date:** 1992
***e. Other Locational Data: APN#:** 001-0090-002

***P3a. Description:**

The one and one-half story, 160,000 square foot building was constructed of reinforced concrete and steel in 1948, as a cost of $350,000. The façade (north) elevation is shorter (one-story) and contains the glassed entry with three columns, and a pylon of horizontal field stone, and offices. The northeastern corner of the façade contains a continuous band of windows that wrap around the building corner beneath a shallow metal canopy with a "streamlined" fascia, and glass block while the western end contains paired windows, arranged at the same height. The roof contains several long banks of monitors with windows facing to the north. This provides a good light supply to the interior. The concrete building is surfaced with cement plaster. The rear elevation is surfaced with corrugated metal sheathing.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the southwest
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1949
***P7. Owner and Address:**
Park Villa Clovis LP
745 Vin Hill Wy.
Martinez, CA 94553
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
April 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5S1

***Resource Address:** 1100 Richards Blvd.

B1. Historic Name: Zellerbach Paper Company

B2. Common Name: none

B3. Original Use: Distribution Warehouse **B4. Present Use:** Storage/Truck Rental

***B5. Architectural Style:**

***B6. Construction History:**

The building was constructed between September 1948 and June 1949. The windows on the western end of the north (façade) elevation appear to have been replaced.

***B7. Moved?** ■**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:**

None

B9a. Architect: Crown Zellerbach central engineering office: E.A. Brayman, VP in charge of operations, Director of design and construction **b. Builder:** Campbell Construction Co.

***B10. Significance: Theme:** Commercial Development **Area:** River District Special Planning Area

Period of Significance: 1949 **Property Type:** Warehouse **Applicable Criteria:** C

The property was purchased from the Bercut-Richards Packing Company and Tom H. Richards who initiated development of the Industrial Park Area north of the city. The general plans and specifications have been prepared by the central engineering office of the Crown Zellerbach Corporation. E.A.Breyman, vice president in charge of operations, directed the design and construction. The building is a good representation of its building type and utilitarian-adapted International style influences. For its era of construction, it appears to be a rather early example of a building design that became widespread by the 1960s and was employed in the design of a wide variety of building types. At the time of its construction, it attracted considerable local attention as a progressive example of future construction design for the type of building. A groundbreaking was held in September of 1948, attended by mayor Belle Coolidge and a number of Zellerbach officials. After the groundbreaking, the officials were entertained by T.J.Labhard, president of the Chamber of Commerce and his executive committee at a luncheon in the Sutter Club.

The new local division headquarters served as the distribution point for Northern California and most of Nevada.

The building is an excellent representative of its type and style, and has retained most of its integrity. As such the building appears eligible for the California Register of Historical Resources, and the Sacramento Register as a Landmark structure.

B11. Additional Resource Attributes: none

***B12. References:**

County Assessor
City Directories
Google Earth
Sacramento Bee: 2/7/1946, p. 1; 9/1/1948; 9/24/48 p. 3

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** April 2009

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code___5_____
Other Listings_____
Review Code_____Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 1341 North C Street
P1. Other Identifier: Fire Station # 14
***P2. Location: *a. County** Sacramento **b. USGS 7.5' Quad** Sacramento East **Date** 1992
c. Address: 1341 North C Street **City** Sacramento **Zip** 95814
***e. Other Locational Data:** APN#: 001-0130-007

***P3a. Description:**

Fire Station #14, located on North C Street, was constructed of brick in 1948. It was designed by Clarence C. Cuff, a well-known, long established Sacramento Architect. Cuff designed the now demolished Merrium Apartments in downtown Sacramento. In the Fire House, Cuff employs simplified elements of the Moderne Style prominent during the 1930s and 1940s. Shallow projecting bands of brick wrap around the building horizontally at the cornice, above and below second floor windows, around the truck doors of the first floor, and above the first floor windows, the structure's only ornamentation and its principal Moderne design element. There are two large truck doors, a multi-paned metal sash window, and a standard door on the first floor of the south elevation. Another standard door and windows are tied into the overall composition with the encircling projecting brick belt course at header height. The second floor contains bands of windows that have been changed to aluminum or vinyl sash and a rear entry with wood stairs. The roof is obscured by the horizontal parapet.

***P3b. Resource Attributes:** HP9
***P4. Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: View to Northwest 5/2009
***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
January 1948
***P7. Owner and Address:**
City of Sacramento
915 I Street
Sacramento, CA 95814
***P8. Recorded by:**
Paula Boghosian, HEC
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
April 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*: Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ■ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List)

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5S1

***Resource Address:** 1341 North C Street

B1. Historic Name: Fire Station #14

B2. Common Name: Fire Station #14

B3. Original Use: Fire Station **B4. Present Use:** Fire Station

***B5. Architectural Style:** Moderne Influences

***B6. Construction History**

The building was constructed in January 1948. Alterations include a shed-roofed addition which appears to have been added to the rear of the second story, and modifications to the rear door and stairway. The truck doors do not appear to be original. Dates of the modifications are unknown, but appear to generally date from the 1960s. Original windows have been replaced.

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown Date:**_____ **Original Location:**

***B8. Related Features:**

None

B9a. Architect: Clarence C. Cuff **b. Builder:** Uknown

***B10. Significance: Theme** Public works in mixed industrial area

Area River District Special Planning District

Period of Significance 1948-1998 **Property Type** Public: Fire House **Applicable Criteria** C

The two story brick building is a simple and utilitarian example of its Moderne style and utilitarian type. The principal design elements are limited to the building's most visible and competently composed elevations, the south and east facades. The building housed a single fire department company with four people and one engine. As such, it was one of the City's smaller units, appropriately sized for this area. Its design was also one of the architect's more functional works, and does retain some significance as one of the few remaining works of this well known local architect. The property has retained important features of its original design by an important local architect and appears to be potentially eligible for listing in the Sacramento Register as a Landmark structure.

B11. Additional Resource Attributes: None

***B12. References:**

Harold Ayers
Ed Flowers
Nancy Miller
Sacramento Fire Department,
Sacramento City Real Estate Records

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, HEC

***Date of Evaluation:** April 2009

(This space reserved for official comments.)

*These items consist of required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

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HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page of **Resource Name or #:** 1400 Richards Blvd.
P1. Other Identifier: Quonset Huts
***P2. Location: *a. County:** Sacramento
b. Address: 1400 Richards Blvd. **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento East **Date:** 1992
***e. Other Locational Data: APN#:** 001-0101-005

***P3a. Description:**

The building(s) appear to be a combination of two quonset structures, united by the central section of a third. The semi-circular, barrel-shaped structures have flat façade elevations on either end (north and south). The partially pre-fabricated structures are constructed of corrugated metal sheeting on a semi-circular steel support frame. The central section holds a large metal truck door. Windows beneath the top of the arched sections have been closed, as has the door in the façade of the east end of the joined buildings. The single multi-paned, metal-sash windows in the east and west ends have not been sealed. A rectangular, gabled building stands adjacent to the east. The wood frame structure is surfaced with corrugated metal sheathing. The north facade contains a large, double, truck door opening and a metal-sash, multi-paned window. Areas containing any identifying signage have been painted over. A metal power utility tower stands adjacent on the west. The buildings are in fair condition.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the southwest
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1946-48
***P7. Owner and Address:**
Morr Family Trust
1608 7th Ave.
Sacramento, CA 95818
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
April 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5S1

***Resource Address:** 1400 Richards Blvd.

B1. Historic Name: Basler Property

B2. Common Name: Quonset Hutsit

B3. Original Use: Wholesale Hardware **B4. Present Use:** Auto Storage/Vacant

***B5. Architectural Style:** Quonset Huts

***B6. Construction History:** The quonset buildings were constructed between 1946 and 1948. The corrugated metal building was built 5-7 years later. Other modifications, such as closed openings and signage have unknown dates.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** Power utility tower

B9a. Architect: none **b. Builder:** Unknown

***B10. Significance: Theme:** War surplus quonset huts **Area:** River District Special Planning Area

Period of Significance: 1946-1948 **Property Type:** Quonset Huts **Applicable Criteria:** C

The structures were assembled on this land, owned by the Basler family the turn of the 20th Century, for current owner Ralph Frost's father-in-law. The contractor who built it, specialized in erecting World War II surplus quonset huts. These huts were built for a wholesale hardware dealer by Basler. The gabled metal building to the east was erected about 5-7 years later. The hardware dealer occupied the buildings for a number of years. William Basler, Mrs. Frost's grandfather, was a pioneer owner and settler of this area round 1900 and owned much of the land in this area. He was a fuels dealer, handling oak firewood and coal. A street east of North 16th Street has been named for this family.

The structures are highly identifiable as specialty WWII buildings, and their distinctive form is known around the world. The concept of quick and light construction for field use begun by the British for WWI use was redesigned by the U.S. for use in WWII. Essentially an update of the Iriquois council lodge constructed of steel rather than wood poles and animal skins, the design was upgraded by the G.A.Fuller Co. for use by the British and U.S. during WWII. The useful and practical buildings were bought as surplus after the war for many locations around the world. Although they still appear to be manufactured, the original surplus Quonset huts are becoming increasingly rare in the Sacramento area. The image of this type of structure has become synonymous with WWII associations.

As an element of a distinctive building category, it may be eligible for inclusion in a thematic nomination to the National Register of Historic Places with other appropriate representatives of the type throughout the area.

These Quonset buildings are eligible for listing in the Sacramento Register as a Landmark.

B11. Additional Resource Attributes:

***B12. References:**

Frost, Ralph, Interview with Wm. Basler's Grandson-in-law
Google Earth
Sacramento City Directories

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** April 2009

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State of California — The Resources Agency
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PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 1401 N. C Street
P1. Other Identifier: Triangle Produce Building
***P2. Location: *a. County:** Sacramento
b. Address: 1401 N. C St. **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0142-018

***P3a. Description:**

This structure is the largest of a grouping of three industrial warehouse structures whose origins are related. The current appearance of the two-story brick structure is the result of varied alterations. The building is curved on its western side to conform to railroad tracks. West and south elevations contain blind arches openings of differing heights, some containing doors in the lower portions. Four rectangular, two-story bays containing windows and a standard door separate arches in the east and west ends. The roof parapet is flat in the middle, angled down on the ends, and trimmed with a patterned border of brick. Large sliding doors on the rounded end parallel to the tracks provided direct rail car access to storage. A concrete loading platform, reached by steps, extends along the façade.

The structure bears design details similar to the Crest Carpet Company building, and may have been built or designed by the same participants.

The idiosyncratic composition has been altered in several ways, including door openings and closures, and earlier changes in design. It lies adjacent to other brick warehouse buildings.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the North
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1926
***P7. Owner and Address:**
Bruce Boeher/Laura
1217 38th St.
Sacramento, CA 95816
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
February 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record
☐Linear Resource Record ☐Archaeological Record ■District Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (List)

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HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5D1

***Resource Address:** 1401 N. C Street

B1. Historic Name: Triangle Produce Building

B2. Common Name: **n/a**

B3. Original Use: Produce Warehouse **B4. Present Use:** Warehouse/Office

***B5. Architectural Style:**

***B6. Construction History:**

It was constructed in 1926.

***B7. Moved?** ■**No** □**Yes** □**Unknown** **Date:** **Original Location:**

***B8. Related Features:** None

B9a. Architect: unknown **b. Builder:** unknown

***B10. Significance: Theme:** Brick Commercial Building **Area:** River District Special Planning Area

Period of Significance: 1926-1959 **Property Type:** Brick Commercial Building **Applicable Criteria:** n/a

The building was part of the original Triangle Produce Building, constructed in 1916. The structure at the 1401 address, however, was not noted in city directories until 1942, when it was designated a U.S. Government warehouse, a function it retained until 1945. Various businesses and distribution companies have occupied the structure since that time. Though altered in design, the structure is a distinctive and characteristic element of the brick industrial and commercial buildings of this area and is a contributor to the North 16th Street Historic District.

B11. Additional Resource Attributes: None

***B12. References:**

Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps 1915, 1952
Sacramento County Assessor Parcel Viewer

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** February 2009

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HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
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Page 1 **of** 1 **Resource Name or #:** 1501 N. C Street
P1. Other Identifier: n/a
***P2. Location: *a. County:** Sacramento
b. Address: 1501 N. C Street **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0142-019

***P3a. Description:**

The brick structure is two stories in height, with its tall arched façade parapet. A large metal roll-up door stands in the center of the building, flanked by a narrow and a side recessed bay on either side. The narrow bays contain a standard door each. The wide bays each contain two large industrial-sashed windows. A wide recessed horizontal brick panel separates the arched parapet from the ground floor. A concrete loading dock interrupted by steps extends across the front. A metal surfaced driveway stands in the east, connecting to 1515 N. C Street.

The building lies between other brick warehouse/distribution structures in this industrial area.

***P3b. Resource Attributes:** HP8
***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: View to the north
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1926
***P7. Owner and Address:**
Steven T./Karen S. Sager 1991 Rev Trust Et al
24 Valleyview Ter.
Novato, CA 94949
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:** February 2009
***P10. Survey Type:** Intensive
P11. Report Citation*: Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 **of** 1 ***NRHP Status Code** 5D1

***Resource Address:** 1501 N. C Street
B1. Historic Name: Triangle Produce
B2. Common Name: n/a
B3. Original Use: Produce Warehouse **B4. Present Use:** Vacant
***B5. Architectural Style:**
***B6. Construction History:**
The building was constructed in 1926.

***B7. Moved?** ■**No** □**Yes** □**Unknown** **Date:** **Original Location:**
***B8. Related Features:**
None
B9a. Architect: unknown **b. Builder:** unknown
***B10. Significance: Theme:** Brick Commercial Building **Area:** River District Special Planning Area
Period of Significance: 1926-1959 **Property Type:** Brick Commercial Building **Applicable Criteria:** n/a

The estimated construction date for this building is 1926. The above address, 1501 N. C Street was at one time 1433 Spear Avenue and 1501 Spear Avenue. As part of the a larger multi-purpose commercial warehouse, 1501 N. C Street was the original home of the Triangle Produce Company, a large produce storage and distribution center. In 1931, the Sixteenth Street Public Bean and Grain Cleaner occupied the 1510 space and continued to operate for eleven years. From 1942 to 1945, the space was used as a U.S. Government warehouse, most likely as a wartime storage facility.

After World War II, the space was occupied briefly by the American River Fire Department, a small fire district serving what was then the City's northernmost fringe. They were replaced in 1950 by Germain's incorporated, a plant see producer and distributor. Germain's was replaced in 1959 by the Ora Howard Company, a wholesale distributor of toys. In 1970, A-1 Distributors, a wholesale candy outlet occupied the space. They were replaced in 1974 by All-Temp Insulation Incorporated, an insulation supply company. Admail West, a direct mail processor, purchased and occupied the building in 1984.

The building is an element of the brick warehouse grouping that played an important role in the earlier development of this area and is a contributor to the North 16th Street Historic District.

B11. **Additional Resource Attributes:** None

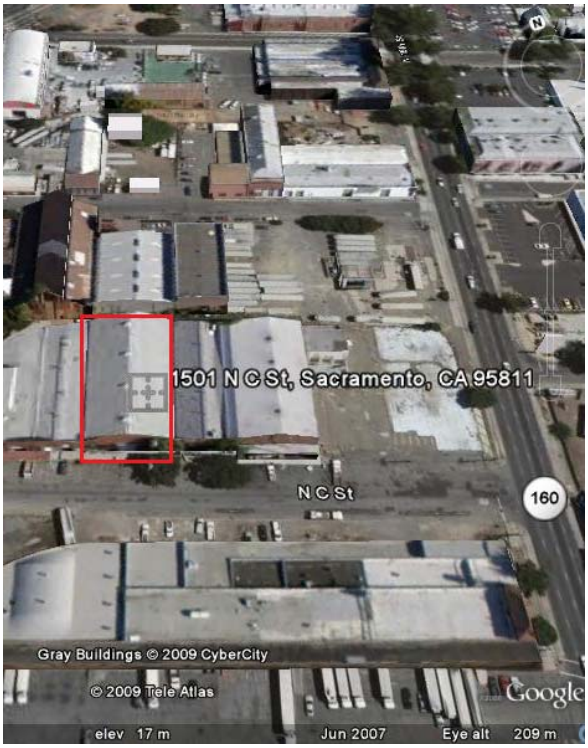
***B12. References:**

Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps 1915, 1952
Sacramento County Assessor Parcel Viewer

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

*Date of Evaluation: February 2009



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*These items consist of required information.

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HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 1503 McCormack, 1448 McCormack
P1. Other Identifier: Tom's Refrigeration Service Inc./Dalton Motors
***P2. Location: *a. County:** Sacramento
b. Address: 1503 McCormack **City**: Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date**: 1992
***e. Other Locational Data: APN#**: 001-0141-022 and 021

***P3a. Description:** The property parcel contains 4 structures and a service yard: a small gabled brick building (on the east) which serves as the office with a centered entry door and two large horizontal metal sash casement windows evenly space on either side of the main entry. The roof is red tile and the gable ends are horizontal wood planking. A window which is the same as those on the façade is in the center of the brick wall on each gable end. This building and a gabled, corrugated metal shed at the rear were part of a Hancock Oil Facility in the 1952 Sanborn. All the oil storage tanks appear to have been removed.

The middle building on McCormack, is a gabled wood frame, corrugated metal-surfaced building. The roofing material is also corrugated metal. To the rear is a similar gabled extension, the same width as the frontage building, and is also of corrugated metal. This building and the next one to the west appear to be service or storage buildings for the refrigeration company. They were part of an vehicle storage and detailing facility for Dalton Motors in the 1952 Sanborn.

A gabled building is on the west with a brick southern façade next to Ahern. It has a former truck door in the east end of the façade that has been boarded over allowing only room for an entry door for foot traffic. This opening is flanked on the east by metal sash casement window with three lights over three. Two similar casement windows are in the west end of the façade. The west wall, which is angled to allow for the railroad right-of-way (which curves around from the corner of Ahern and McCormack to the rear of the property), was sheathed in metal in the 1952 Sanborn and is now concrete block. Broken bricks on the southwest corner may indicate that the original wall was also a curved brick wall such as those on 1401 N. C Street and the Produce Terminal.

This complex contributes to the North 16th Street Historic District.

***P3b. Resource Attributes:** HP6

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo:
View to the Northwest
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1946
***P7. Owner and Address:**
Jim Sinetos Living Trust
1503 McCormack
Sacramento, CA 95811
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
April 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ☐Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ■District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐ Photograph Record ☐ Other (List)

West end of 1448-1503 McCormack complex. In the 1952 Sanborn this portion of the complex was an auto storage and detailing area for Dalton Motors. View to the east.

Repair Station as viewed to the southeast.

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PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 1515 N. C Street
P1. Other Identifier: Triangle Produce Company
***P2. Location: *a. County:** Sacramento
b. Address: 1515 N. C Street **City:** Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date:** 1992
***e. Other Locational Data: APN#:** 001-0142-020

***P3a. Description:**

The facade of the two-story brick warehouse structure is divided into thirds by four projecting corbelled pilasters extending the full heights of the building. The sides of the centered entry are curved and it is flanked by paired windows in the bays on either side. Brick planters flank the entry.

Alterations have been made to the entry and planters, and large, dominating, window and entry awnings have been added to the façade.

This building is superficially connected on the west to 1501 N. C Street, by means of a metal canopied alley between buildings, and on the east to 1527 N. C Street, but appears to be of difference construction and design.

The building contributes to the character of the North 16th Street Historic District in terms of material, scale and image.

***P3b. Resource Attributes:** HP 8

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo:
View to the north
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1929
***P7. Owner and Address:**
Garduno, Linda C/Michael B.
1515 N. C Street
Sacramento, CA 95814
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
February 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Blvd. Area Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #_____
HRI#_____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 1 of 1 *NRHP Status Code 5D1

***Resource Address:** 1515 N. C Street

B1. Historic Name: Triangle Produce Company

B2. **Common Name:** n/a

B3. Original Use: Produce warehouse/office **B4. Present Use:** Commercial Office

***B5. Architectural Style:**

***B6. Construction History:** Front entry modified in recent years. Built in 1929.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:**

None

B9a. Architect: unknown **b. Builder:** unknown

***B10. Significance: Theme:** Brick Commercial Building **Area:** River District Special Planning Area

Period of Significance: 1929-1959 **Property Type:** Brick Commercial Building **Applicable Criteria:** n/a

The building may have originally been part of the Triangle Produce Company, established during the 1920s. Earlier tenants in the building would have been associated with the Triangle Produce Company or the Sixteenth Street Bean and Grain Cleaner, the warehouse group's earlier tenants. This property, at 1515 N. C Street, did not have a separate directory listing until 1968. The Japan Food Corporation, an import/export company, is the only subsequent tenant listing for this address after that time.

Admail West, the current occupants of the building, note that alterations were made to the entrance of the building involving planters, brickwork, and a recessed entry. The window sash and panes may have been replaced by a similar but more contemporary version.

The structure is part of the brick warehouse grouping that characterizes this area and its earlier activity as a warehousing center. Its design is utilitarian and contains minor classical touches in the pilaster and corbelled capital features of the façade. Although the building's image is somewhat modified by the current addition of boldly shaped and colored awnings, it is an important element of this North C Street grouping and a contributing structure of the North 16th Street Historic District.

B11. Additional Resource Attributes: None

***B12. References:**

Sacramento City Directories 1926-1982
Sanborn Fire Insurance Maps 1915, 1952
Sacramento County Assessor Parcel Viewer

B13. Remarks:

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

***Date of Evaluation:** February 2009

(This space reserved for official comments.)

DPR 523B-Test (8/94)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code_____
Other Listings_____
Review Code_____ Reviewer_____ Date_____

Page 1 **of** 1 **Resource Name or #:** 1517 McCormack
P1. Other Identifier: Power Brake Sales
***P2. Location: *a. County:** Sacramento
b. Address: 1517 McCormack **City**: Sacramento **Zip:** 95814
***c. USGS 7.5' Quad** Sacramento West **Date**: 1992
***e. Other Locational Data: APN#**: 001-0141-025
***P3a. Description:**

The one story frame structure is surfaced with brick. The base of the façade is concrete. The structure is a simple utilitarian warehouse building with a gabled façade parapet, which obscures the truss roof. A pattern of brick resembling a dentil or corbel design trims the gabled cornice of the parapet. Two large truck doors have been installed in the eastern side of the building, and a standard door and window penetrate the western segment. The buildings stands between another brick warehouse structure to the east and a concrete warehouse on the west.

The truck doors are not original in their present configuration and the standard door and upper façade may also have been modified.

The building is a contributor to the North 16th Street Historic District.

***P3b. Resource Attributes:** HP8

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ■Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo:
View to the northeast
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1935
***P7. Owner and Address:**

Sacramento, CA
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
April 2009
***P10. Survey Type:**
Intensive
P11. Report Citation*:
Richards Boulevard Area, Architectural and Historical Property Survey, Historic Environment Consultants, January 1999.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Linear Resource Record ☐Archaeological Record ■District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐ Photograph Record ☐ Other (list)

*These items consist of required information.

APPENDIX E: Noise and Vibration

Environmental Noise Assessment for the River District Specific Plan Sacramento, California

Prepared for:
City of Sacramento
Community Development Department
300 Richards Boulevard
Sacramento, CA 95811

March 23, 2010

TABLE OF CONTENTS

Exhibits

Tables

ACRONYMS AND ABBREVIATIONS

ADT	average daily traffic
ANSI	American National Standards Institute
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
dB	decibel
dBA	A-weighted decibels
dBA	A-weighted sound levels
EIR	environmental impact report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
Hz	hertz
I-5	Interstate 5
LDL	Larson Davis Laboratories
L_{eq}	equivalent noise level
L_{max}	maximum noise level
L_n	noise level exceeded n percent of a specific period of time
PPV	peak particle velocity
RDSP	River District Specific Plan
RMS	root-mean-square
SEL	Sound Exposure Level
SR 160	State Route 160/ 12th Street
VdB	vibration decibels

INTRODUCTION

The purpose of this environmental noise assessment is to evaluate the potential for the occurrence of noise sensitive receptors (i.e., residences, school, places of worship) and noise sources within the 773-acre River District Specific Plan (RDSP) study area in Sacramento, California. The study area boundary is shown on Exhibit 1. This report includes recommendations intended to minimize impacts to noise sensitive receptors through appropriate land use planning. This information will serve as the baseline for preparing the noise section of the environmental impact report (EIR) for the RDSP in compliance with the California Environmental Quality Act (CEQA).

Unregulated noise can cause stress and strain on the general well-being of the specific plan's residents. With proper planning, mitigation, and cooperation, unwanted noise can be managed to preserve the overall well-being of the people within the specific plan area.

The City of Sacramento General Plan Noise Element is used to guide decisions concerning land use and the location of new roads and transit facilities since these are common sources of excessive noise levels. The noise levels from existing land uses, including commercial and light industrial activities, must be closely analyzed to ensure compatibility, especially where residential and other sensitive receptors may encroach into areas previously occupied by these uses.

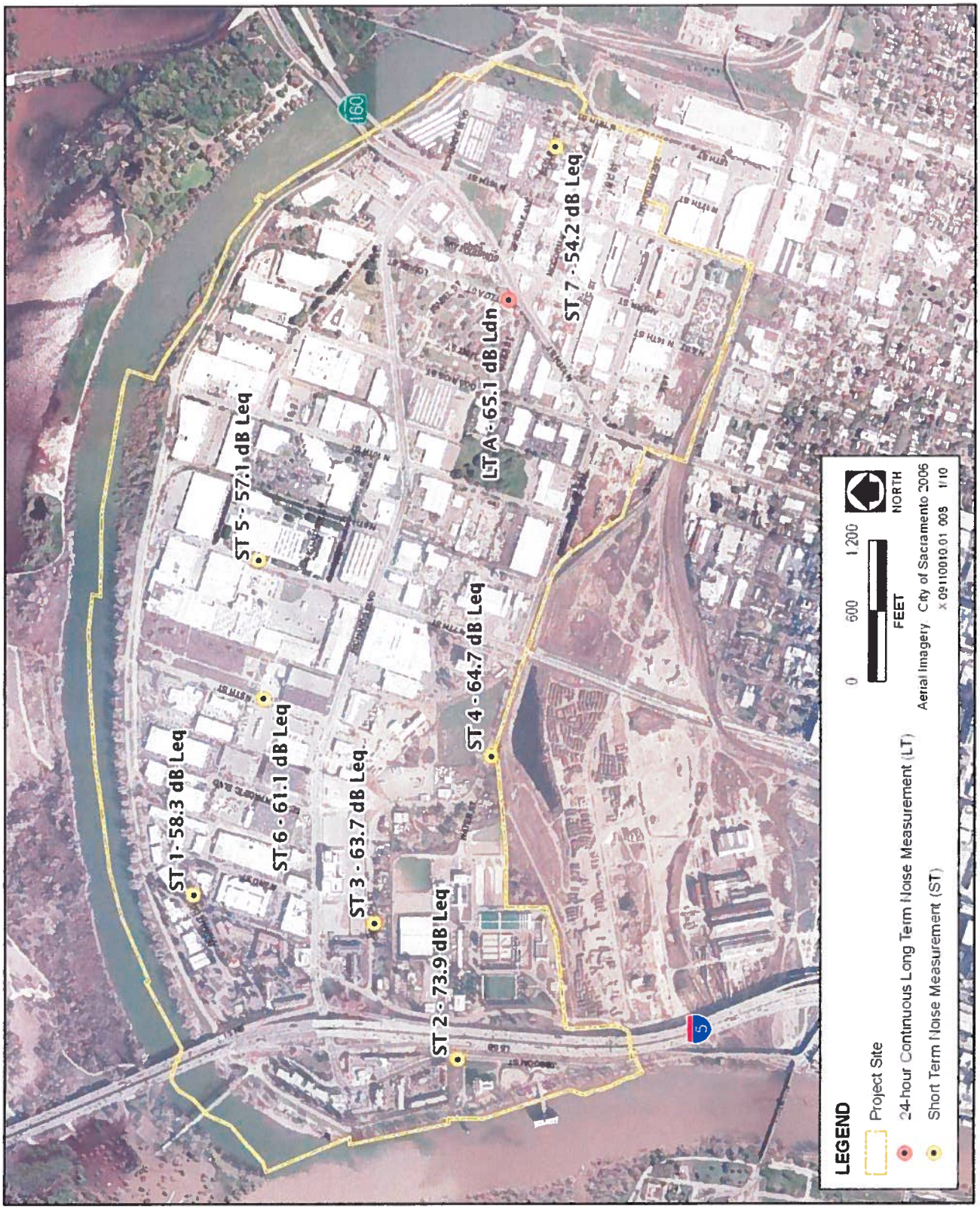
METHODS

COMMUNITY NOISE SURVEY –AMBIENT NOISE MEASUREMENTS

AECOM Noise Specialist, Chris Shields, conducted a community noise survey on January 14 through January 15, 2010, to document the existing noise environment within the RDSP study area. Measurements of noise levels were taken in accordance with American National Standards Institute (ANSI) standards at eight (8) locations (shown on Exhibit 1) using a Larson Davis Laboratories (LDL) Model 820 precision integrating sound-level meter. One continuous 24-hour long-term measurement and 7 short-term (15 minute intervals) measurements of noise levels were conducted within the study area. The sound-level meters were calibrated before and after use with an LDL Model CAL200 acoustical calibrator to ensure that the measurements would be accurate. The equipment used meets all pertinent specifications of the ANSI for Type 1 sound-level meters (ANSI S1.4-1983[R2006]).

TRAFFIC NOISE LEVEL MODELING

Existing and future (Year 2015 and Year 2035) vehicle traffic noise levels in the RDSP study area were modeled using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic data provided by the project traffic consultant (Dowling Associates, Inc. 2010). The FHWA model is based on CALVENO reference noise factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receptor, and ground attenuation factors. Truck usage and vehicle speeds on study area roadways were estimated from field observations and Caltrans data (Caltrans 2008). Modeled traffic noise levels do not take into account for shielding from existing intervening building facades, barriers or topography.



Source: AECOM 2010

Noise Measurement Locations **Exhibit 1**

RESULTS

AMBIENT NOISE

The dominant noise source in the RDSP study area identified during the ambient noise survey was traffic from the local area roadway network. Ambient noise levels in the RDSP area are influenced by traffic on Interstate 5 (I-5), State Route 160/ 12th Street (SR 160) and major roads such as Richards Boulevard, 16th Street, and North B Street. The L_{eq}, L_{max}, L_{10}, L_{50}, and L_{90} values taken at each short-term ambient noise measurement location (shown in Exhibit 1) are presented in Table 1. During the survey, average daytime ambient noise levels ranged from 54.2 dB to 73.9 dB L_{eq}, with maximum noise levels that ranged from 70.4 dB to 84.1 dB L_{max}.

Table 1
Summary of Monitored Short Term Daytime Ambient Noise Levels

Site	Location	Date/Time	Noise Sources	A-Weighted Sound Level (dBA)				
				L_{eq}	L_{max}	L_{10}	L_{50}	L_{90}
ST-1	Bearcut Drive north of Richards Boulevard	January 15, 2010 1:41-1:56 p.m.	Traffic I-5 (dominant source), aircraft overflights	58.3	74.1	60	55	54
ST-2	Jibbom Street south of Richards Boulevard	January 15, 2010 2:00-2:15 p.m.	Traffic I-5 (dominant source)	73.9	84.1	76	73	71
ST-3	Bannon Street west of North B Street	January 15, 2010 2:19-2:34 p.m.	Traffic on Bannon Street, Richards Boulevard and I-5 (dominant source)	63.7	81.1	67	59	57
ST-4	North B Street west of 7th Street	January 15, 2010 2:37-52 p.m.	Traffic North B Street (dominant source), I-5, aircraft overflights, back up alarms	64.7	82.4	67	55	53
ST-5	7th Street north of Richards Boulevard	January 15, 2010 2:56-3:11 p.m.	Industrial sources (pump, generator, wench)	57.1	73.7	57	53	51
ST-6	5th Street north of Richards Boulevard	January 15, 2010 3:14-3:29 p.m.	Traffic I-5 (dominant source), Richards Boulevard, Fed Ex parking lot activity (trucks idling, entering and exiting facility, and bay doors opening and closing	61.1	74.5	65	57	54
ST-7	Basler Street east of 16th Street	January 15, 2010 3:37-3:52 p.m.	Traffic SR 160 (dominant source), public address system, aircraft overflights	54.2	70.4	56	52	50

Notes: dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{max} = maximum noise level; L_n = noise level exceeded n percent of a specific period of time. Monitoring locations correspond to those depicted in Exhibit 1.
Source: Data collected by AECOM 2010

The L_{dn}, L_{eq}, L_{max}, L_{50}, and L_{90} values taken at the long-term ambient noise measurement location are presented in Table 2. During the survey, 24-hour ambient noise levels ranged from 50.8 dB to 67.1 dB L_{dn}, with maximum noise levels that ranged from 69.1 dB to 91.8 dB L_{max}.

Table 2
Summary of Measured 24-hour Long Term Ambient Noise Levels

Site	Location	Date	Average Measured Hourly Noise Levels, dBA								
				Daytime (7 a.m.–10 p.m.)				Nighttime (10 p.m.–7 a.m.)			
			L_{dn}	L_{eq}	L_{max}	L_{50}	L_{90}	L_{eq}	L_{max}	L_{50}	L_{90}
LT-A	Corner of Eliza Street and Louise Street, south of SR 160.	January 14, 2010 – January 15, 2010	65.1	63.4	80.3	58.4	51.2	56.9	74.0	50.5	47.8

Notes: dB = A-weighted decibels; L_{dn} = day-night average noise level; L_{eq} = the equivalent hourly average noise level; L_{max} = maximum noise level; L_{50} = the noise level exceeded 50% of a specific period of time; L_{90} = the noise level exceeded 90% of a specific period of time.
Monitoring locations correspond to those depicted in Exhibit 1.
Source: Data collected by AECOM 2010

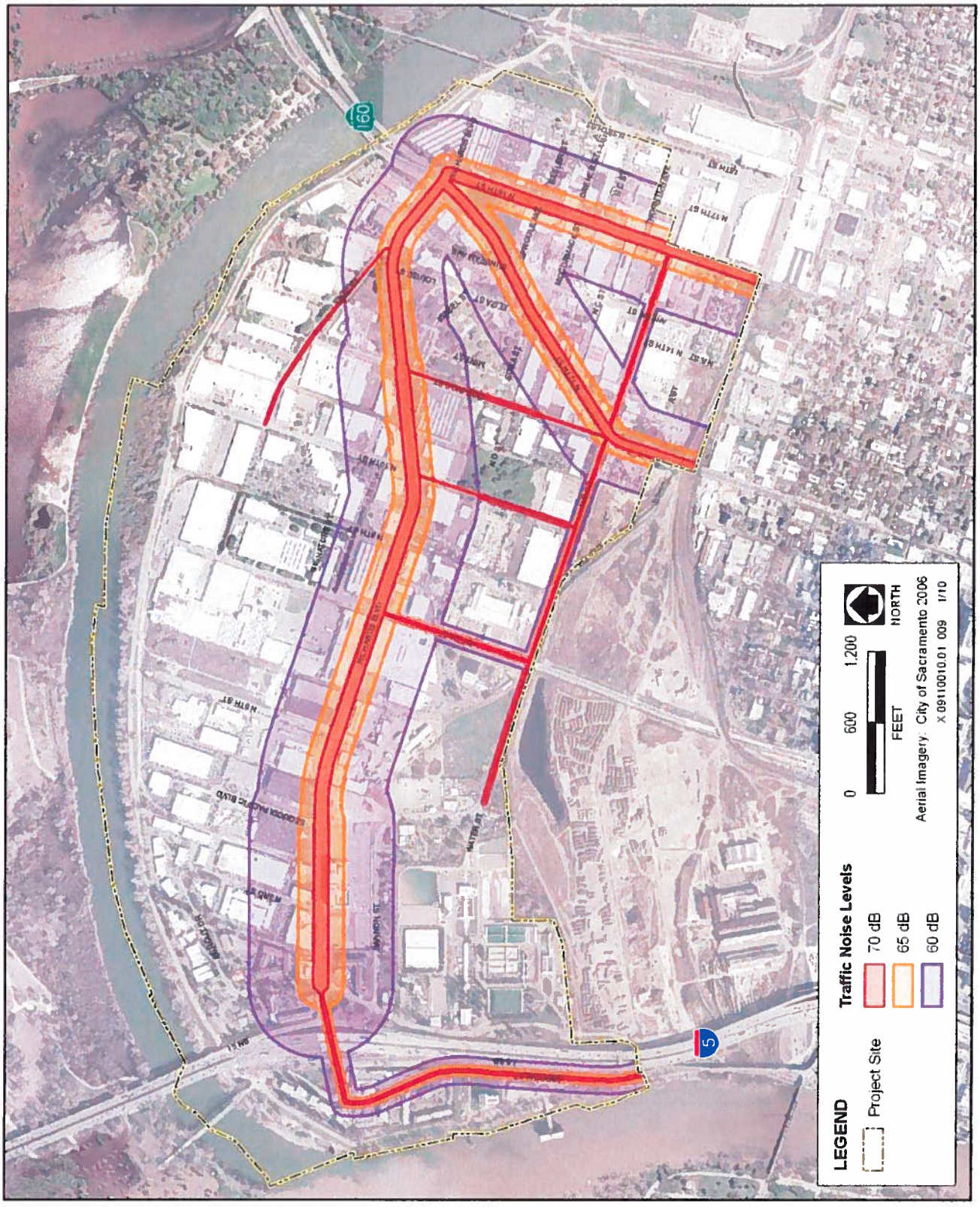
ROADWAY TRAFFIC NOISE

Traffic noise is the dominant noise source in the RDSP study area and it is influenced by I-5, SR 160/ 12th Street and major roads such as Richards Boulevard, 16th Street, and North B Street. Tables 3, 4, and 5 summarize the modeled traffic noise levels 100 feet from the centerline of each major roadway within the study area. Tables 3, 4, and 5 also list distances from the roadway centerlines to the 60 dB, 65 dB, and 70 dB L_{dn} traffic noise contours for Existing, Year 2015, and Year 2035 traffic scenarios, respectively. Tables 6, 7, and 8 summarize the modeled traffic noise levels 100 feet from the centerline of roadways within the City of Sacramento, adjacent to and south of the RDSP boundary. The traffic noise modeling results are based on existing average daily traffic (ADT) volumes. It should be noted that the extent to which existing land uses in the project area are affected by existing traffic noise depends on their respective proximity to the roadways and their individual sensitivity to noise. Exhibits 2 and 3 show the traffic noise contours for roadways within the RDSP study area for Existing and Year 2035 traffic scenarios, respectively. Traffic noise contours attributable to I-5 are not shown in Exhibits 2 and 3. The existing modeled 70 dB L_{dn} traffic noise contour extends beyond ambient noise measurement sites ST 1 and ST 3 in Exhibit 1 that measured 58.3 dB and 63.7 dB Leq, respectively. As stated above, modeled traffic noise levels do not take into account shielding for intervening building facades, therefore, additional I-5 traffic noise calibrations measurements would be required to accurately illustrate contours for Existing and Year 2035 traffic scenarios.

Table 3
Summary of Modeled Levels of Existing Traffic Noise in the Plan Area

Roadway	Segment		L_{dn} (dB) 100 Feet	Distance (feet) from Roadway Centerline to L_{dn} Contour		
	From	To		70 dB	65 dB	60 dB
Vine Street	10th Street	Richards Boulevard	49.5	1	3	9
Richards Boulevard	Bearcut Drive	5th Street	67.9	61	194	614
Richards Boulevard	5th Street	Dos Rios Street	67.4	55	173	546
Richards Boulevard	Dos Rios Street	North 12th Street	66.3	43	135	428
North B Street	Bannon Street	7th Street	53.2	2	7	21
North B Street	7th Street	10th Street	57.1	5	16	51
North B Street	10th Street	12th Street	57.5	6	18	56
North B Street	12th Street	16th Street	57.6	6	18	57
Jibbom Street	Richards Boulevard	the south	60.6	11	36	115
7th Street	Richards Boulevard	Bannon Street	58.7	7	23	74
10th Street	Richards Boulevard	Bannon Street	52.8	2	6	19
Dos Rios Street	Richards Boulevard	North B Street	52.4	2	5	17
12th Street	Richards Boulevard	North B Street	66.1	41	128	406
12th Street	North B Street	the south	65.5	36	113	358
16th Street	North B Street	the south	66.9	49	154	486
16th Street	Richards Boulevard	North B Street	67.1	52	163	516
Interstate 5	I Street	Interstate 80	82.1	1,625	5,138	16,247

Notes: dB = A-weighted decibels; L_{dn} = day-night average noise level.
Modeling results are based on existing average daily traffic (ADT) volumes.
Source: Data modeled by EDAW in 2010



Source: City of Sacramento 2009; AECOM 2010

Existing Traffic Noise Contours **Exhibit 2**

Table 4
Summary of Modeled Levels of Year 2015 Traffic Noise in the Plan Area

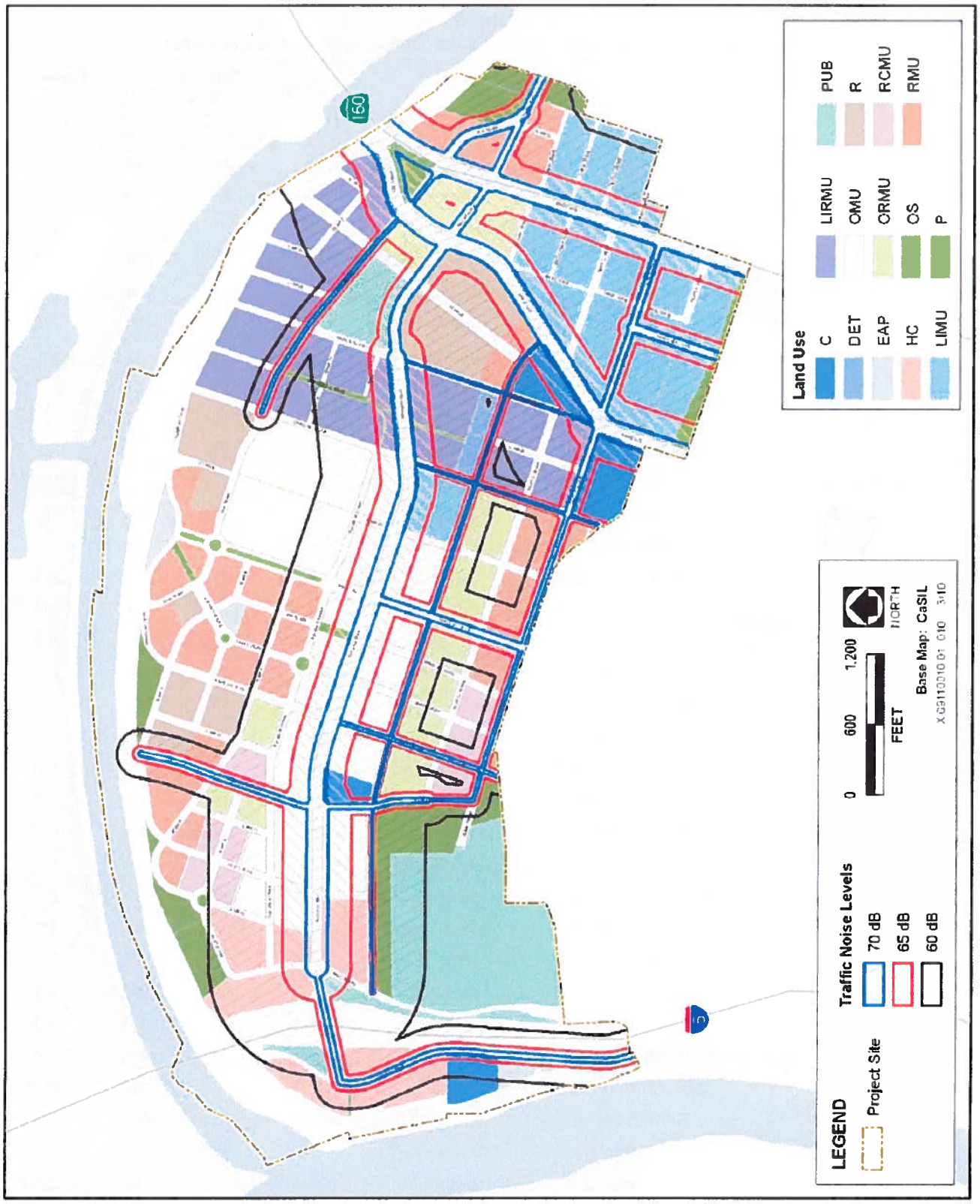
Roadway	Segment		L_{dn} (dB) 100 Feet	Distance (feet) from Roadway Centerline to L_{dn} Contour		
	From	To		70 dB	65 dB	60 dB
Vine Street	10th Street	Richards Boulevard	55.7	4	12	37
Richards Boulevard	Bearcut Drive	5th Street	69.1	81	257	812
Richards Boulevard	5th Street	Dos Rios Street	68.0	64	202	637
Richards Boulevard	Dos Rios Street	North 12th Street	68.7	74	233	737
Bannon Street	Bearcut Drive	5th Street	60.3	11	34	108
North B Street	Bannon Street	7th Street	59.2	8	26	83
North B Street	7th Street	10th Street	63.9	25	78	247
North B Street	10th Street	12th Street	63.9	25	78	246
North B Street	12th Street	16th Street	62.3	17	54	170
Jibbom Street	Richards Boulevard	the south	61.9	15	49	155
Sequoia Pacific Boulevard	Richards Boulevard	the north	59.0	8	25	80
Sequoia Pacific Boulevard	Richards Boulevard	Bannon Street	59.5	9	28	88
Sequoia Pacific Boulevard	Bannon Street	the south	59.5	9	28	89
5th Street	Richards Boulevard	Bannon Street	60.6	11	36	114
5th Street	Bannon Street	the south	60.6	11	36	114
7th Street	Richards Boulevard	Bannon Street	61.9	16	49	155
7th Street	Bannon Street	the south	61.9	16	49	155
10th Street	Richards Boulevard	Bannon Street	58.8	8	24	76
10th Street	Bannon Street	Railyards Boulevard	58.8	8	24	76
Dos Rios Street	Richards Boulevard	North B Street	56.6	5	14	45
12th Street	Richards Boulevard	North B Street	67.1	52	164	518
12th Street	North B Street	the south	67.3	53	168	532
14th Street	North B Street	the south	49.9	1	3	10
16th Street	North B Street	the south	68.1	64	203	642
16th Street	Richards Boulevard	North B Street	68.2	66	210	663
Interstate 5	I Street	Interstate 80	82.3	1,691	5,348	16,913

Notes: dB = A-weighted decibels; L_{dn} = day-night average noise level.
Modeling results are based on existing average daily traffic (ADT) volumes.
Source: Data modeled by EDAW in 2010

Table 5
Summary of Modeled Levels of Year 2035 Traffic Noise in the Plan Area

Roadway	Segment		L_{dn} (dB) 100 Feet	Distance (feet) from Roadway Centerline to L_{dn} Contour		
	From	To		70 dB	65 dB	60 dB
Vine Street	10th Street	Richards Boulevard	61.7	15	46	147
Vine Street	12th Street	the east	66.3	43	135	428
Richards Boulevard	Bearcut Drive	5th Street	69.7	93	295	934
Richards Boulevard	5th Street	Dos Rios Street	68.7	75	236	747
Richards Boulevard	Dos Rios Street	North 12th Street	66.5	44	140	442
Richards Boulevard	12th Street	the east	64.4	28	87	276
Bannon Street	Bearcut Drive	5th Street	58.2	7	21	66
Bannon Street	5th Street	10th Street	61.2	13	41	131
Bannon Street	10th Street	12th Street	60.3	11	34	106
North B Street	Bannon Street	7th Street	61.4	14	44	138
North B Street	7th Street	10th Street	62.4	17	55	174
North B Street	10th Street	12th Street	64.5	28	89	282
North B Street	12th Street	16th Street	64.0	25	79	251
Jibbom Street	Richards Boulevard	the south	63.4	22	70	221
Sequoia Pacific Boulevard	Richards Boulevard	the north	63.1	20	65	205
Sequoia Pacific Boulevard	Richards Boulevard	Bannon Street	63.5	22	70	222
Sequoia Pacific Boulevard	Bannon Street	the south	63.3	21	68	214
5th Street	Richards Boulevard	Bannon Street	61.8	15	48	152
5th Street	Bannon Street	the south	61.8	15	48	151
7th Street	Richards Boulevard	Bannon Street	64.9	31	98	310
7th Street	Bannon Street	the south	64.9	31	98	309
10th Street	Richards Boulevard	Bannon Street	60.4	11	35	109
10th Street	Bannon Street	Railyards Boulevard	60.6	11	36	114
10th Street	Railyards Boulevard	the south	64.4	28	87	277
Dos Rios Street	Richards Boulevard	North B Street	55.8	4	12	38
12th Street	Richards Boulevard	North B Street	68.5	71	225	711
12th Street	North B Street	the south	69.4	86	272	861
12th Street	Richards Boulevard	the north	69.6	90	285	902
14th Street	North B Street	the south	65.6	36	114	360
16th Street	Richards Boulevard	the north	69.7	93	295	933
16th Street	North B Street	the south	68.7	73	232	735
16th Street	Richards Boulevard	North B Street	68.4	68	216	684
Interstate 5	I Street	Interstate 80	83.6	2,270	7,179	22,704

Notes: dB = A-weighted decibels; L_{dn} = day-night average noise level.
Modeling results are based on existing average daily traffic (ADT) volumes.
Source: Data modeled by EDAW in 2010



Source: City of Sacramento 2009, AECOM 2010

2035 Traffic Noise Contours **Exhibit 3**

Table 6
Summary of Modeled Levels of Existing Traffic Noise in the City (Adjacent to and South of RDSP)

Roadway	Segment		L_{dn} (dB) 100 Feet	Distance (feet) from Roadway Centerline to L_{dn} Contour		
	From	To		70 dB	65 dB	60 dB
C Street	17th Street	16th Street	56.2	4	13	42
C Street	16th Street	14th Street	56.0	4	13	40
C Street	14th Street	12th Street	56.3	4	13	42
C Street	12th Street	10th Street	55.0	3	10	32
G Street	14th Street	12th Street	54.5	3	9	28
G Street	12th Street	11th Street	59.2	8	26	84
H Street	14th Street	12th Street	63.8	24	76	239
H Street	12th Street	11th Street	62.1	16	52	163
5th Street	H Street	I Street	58.6	7	23	72
5th Street	I Street	J Street	62.8	19	61	192
7th Street	F Street	G street	58.8	8	24	75
7th Street	G Street	H Street	59.7	9	30	94
7th Street	H Street	I Street	59.7	9	30	94
7th Street	I Street	J Street	59.2	8	27	84
10th Street	G Street	H Street	53.6	2	7	23
10th Street	H Street	I Street	60.2	10	33	104
12th Street	C Street	E Street	66.0	40	126	400
12th Street	E Street	G Street	63.1	20	64	203
12th Street	G Street	H Street	61.7	15	47	148
12th Street	H Street	I Street	58.5	7	23	71
14th Street	E Street	G Street	61.7	15	46	147
14th Street	G Street	H Street	61.5	14	45	141
14th Street	H Street	I Street	61.5	14	45	142
16th Street	C Street	E Street	65.5	36	112	355
16th Street	E Street	G Street	64.7	30	94	296
16th Street	G Street	H Street	64.5	28	90	283
16th Street	H Street	I Street	62.7	18	58	185

Notes: dB = A-weighted decibels; L_{dn} = day-night average noise level.
Modeling results are based on existing average daily traffic (ADT) volumes.
Source: Data modeled by EDAW in 2010

Table 7
Summary of Modeled Levels of Year 2015 Traffic Noise in the City (Adjacent to and South of RDSP)

Roadway	Segment		Ldn (dB) 100 Feet	Distance (feet) from Roadway Centerline to Ldn Contour		
	From	To		70 dB	65 dB	60 dB
C Street	17th Street	16th Street	54.3	3	9	27
C Street	16th Street	14th Street	55.4	3	11	35
C Street	14th Street	12th Street	55.6	4	11	36
C Street	12th Street	10th Street	58.9	8	24	77
G Street	14th Street	12th Street	56.4	4	14	44
G Street	12th Street	11th Street	57.6	6	18	57
H Street	14th Street	12th Street	63.5	22	71	224
H Street	12th Street	11th Street	62.7	19	59	188
5th Street	H Street	I Street	62.8	19	60	191
5th Street	I Street	J Street	63.2	21	66	209
7th Street	F Street	G street	62.5	18	56	177
7th Street	G Street	H Street	59.7	9	30	94
7th Street	H Street	I Street	57.9	6	19	61
7th Street	I Street	J Street	59.6	9	29	91
10th Street	G Street	H Street	51.7	1	5	15
10th Street	H Street	I Street	58.8	8	24	76
12th Street	C Street	E Street	65.4	35	110	347
12th Street	E Street	G Street	63.0	20	63	201
12th Street	G Street	H Street	60.8	12	38	120
12th Street	H Street	I Street	58.5	7	22	71
14th Street	E Street	G Street	62.1	16	52	164
14th Street	G Street	H Street	61.6	14	45	144
14th Street	H Street	I Street	61.9	15	49	155
16th Street	C Street	E Street	66.2	42	132	417
16th Street	E Street	G Street	65.5	35	112	355
16th Street	G Street	H Street	65.2	33	104	330
16th Street	H Street	I Street	63.7	23	74	233

Notes: dB = A-weighted decibels; L_{dn} = day-night average noise level.
Modeling results are based on existing average daily traffic (ADT) volumes.
Source: Data modeled by EDAW in 2010

Table 8
Summary of Modeled Levels of Year 2035 Traffic Noise in the City (Adjacent to and South of RDSP)

Roadway	Segment		L_{dn} (dB) 100 Feet	Distance (feet) from Roadway Centerline to L_{dn} Contour		
	From	To		70 dB	65 dB	60 dB
C Street	17th Street	16th Street	56.5	4	14	45
C Street	16th Street	14th Street	59.6	9	29	91
C Street	14th Street	12th Street	59.5	9	28	90
C Street	12th Street	10th Street	60.6	12	37	116
G Street	14th Street	12th Street	60.0	10	32	100
G Street	12th Street	11th Street	62.1	16	51	161
H Street	14th Street	12th Street	64.7	30	94	297
H Street	12th Street	11th Street	63.3	21	67	213
5th Street	H Street	I Street	65.3	34	106	336
5th Street	I Street	J Street	65.1	32	102	323
7th Street	F Street	G street	63.0	20	63	199
7th Street	G Street	H Street	62.5	18	56	176
7th Street	H Street	I Street	60.1	10	33	103
7th Street	I Street	J Street	62.1	16	51	162
10th Street	G Street	H Street	62.6	18	58	182
10th Street	H Street	I Street	61.2	13	42	133
12th Street	C Street	E Street	66.1	40	127	403
12th Street	E Street	G Street	64.7	29	92	292
12th Street	G Street	H Street	62.6	18	57	181
12th Street	H Street	I Street	53.8	2	8	24
14th Street	E Street	G Street	63.6	23	72	227
14th Street	G Street	H Street	63.2	21	65	207
14th Street	H Street	I Street	63.4	22	70	221
16th Street	C Street	E Street	66.6	45	143	452
16th Street	E Street	G Street	66.3	43	136	431
16th Street	G Street	H Street	65.9	39	124	391
16th Street	H Street	I Street	65.0	31	99	315

Notes: dB = A-weighted decibels; L_{dn} = day-night average noise level.
Modeling results are based on existing average daily traffic (ADT) volumes.
Source: Data modeled by EDAW in 2010

RAIL TRAFFIC NOISE

UNION PACIFIC RAILROAD (UPRR)

Freight and Amtrak train operations occur along the UPRR lines adjacent to the south eastern portion of the RDSP. Two active tracks carry an average of 20 freight trains a day and 16 weekday and 11 weekend Amtrak trains. Amtrak train events average a duration of 15 seconds while freight train events vary from 40 seconds to 5 minutes in duration. There is an established quiet zone that prohibits freight trains from sounding horns approaching the Sacramento train station; however, Amtrak trains do sound horns during approach to the station. Based on previous field measurements train operations along the UPRR tracks result in daily noise levels ranging from 69 dB to 72 dB L_{dn} at 65 feet from the centerline. The UPRR operational noise measurement reflects a combined noise level of freight and Amtrak operations. It was observed that some freight trains do use horns when approaching the Business Interstate 80 overpass.

LIGHT RAIL

There is an existing light rail line (Blue) located along 12th Street in the RDSP area. The light rail Blue Line runs every day of the week with up to 67 operations Monday through Friday, 63 operations on Saturdays and 55 operations Sundays and holidays through the RDSP area. The 24-hour continuous long term noise measurement site A (shown on Exhibit 1) was located 118 feet from the center of the light rail tracks centerline and measured 65.1 dB L_{dn}. Light rail operations are audible only when there is not continuous vehicle traffic along SR 160, as SR 160 traffic noise is the dominant noise source in this portion of the RDSP.

AIRCRAFT FLYOVER NOISE

There are two airports in the vicinity of the RDSP area. McClellan Park is located approximately 6 miles northeast of the RDSP area's eastern boundary and Sacramento International Airport is located approximately 8 miles to the north of the RDSP area's northern boundary. McClellan Park is a converted air force base that now serves industrial, manufacturing and office uses with hotel accommodations, parks and other facilities on site. McClellan Park maintains an active airfield on the premises and the 60 dB CNEL noise contour is approximately 4 miles from the nearest RDSP boundary line (Sacramento County Airport System, 2005). Sacramento International Airport's 60 dB CNEL noise contour is approximately 5 miles from the nearest RDSP boundary line (Sacramento County Department of Airports, 2003). Aircraft flyovers were observed during the ambient noise measurements conducted in the RDSP area.

RECREATIONAL WATERCRAFT ACTIVITIES

Recreational watercraft activities occur along the Sacramento and American Rivers adjacent to the RDSP area. The operational noise associated with watercraft activities would be audible to receptors located in proximity to the river. Audible noise sources of watercraft activities consist of continuous and revving engine noise due to motorized watercraft (e.g., speed, patio, and jet boats, jet-skis, wave-runners), music emanating from motorized watercraft, and people talking. The existing levee and intervening building facades of existing structures located adjacent to the levee are anticipated to shield and attenuate watercraft activity noise at some future noise sensitive receptors, however, these noise sources are considered intermittent.

STATIONARY SOURCE NOISE

Stationary sources of noise exist in the RDSP area. There are light industrial corridors and some areas of commercial uses. The study area is made up mostly of light industrial uses that are mainly contained in large warehouse structures. There are pockets of heavy loading/unloading activities associated with some light industrial uses (e.g., Fed Ex). There are uses that have large motor pools with vehicle movement or storage (e.g., City of Sacramento's Community Development Department at 300 Richards Boulevard). Public address systems

are used at some light industrial uses for communication between office staff and outside workers. A public address system was observed during the ambient noise survey (Site ST-7 on Exhibit 1) at the adjacent light industrial use to the north with L_{max} of 52 dB at the measurement site. The Sacramento River water treatment plant located between Bearcut Drive and Bannon Street would be a source of stationary noise, however, the site is shielded by a berm and operations were not audible during the ambient noise survey.

EXISTING GROUNDBORNE VIBRATION

The dominant source of groundborne vibration in the RDSP area is attributable to the Blue Line Light Rail operations occurring along 12th Street/SR 160. Additional groundborne vibration is also attributable to heavy truck pass-bys and local bus operations, however, to a lesser extent than light-rail operations. The nearest existing vibration sensitive receptor located adjacent to the light-rail line are residences (approximately 110 feet from the light rail centerline). The south eastern portion of the RDSP area experiences groundborne vibration due to freight and Amtrak train activities along the UPRR tracks. The nearest vibration sensitive to the UPRR tracks is 140 feet from the centerline.

SENSITIVE LAND USES

Sensitive land uses are generally considered to include those uses where noise and vibration exposure could result in health-related risks to individuals, as well as places where quiet and calm is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are also considered sensitive to exterior noise levels. Schools, places of worship, hotels, libraries, nursing homes, retirement residences, and other places, where low interior noise levels are essential, are also considered noise-sensitive land uses. The majority of noise sensitive land uses within the RDSP area are residential. There are two schools (Smythe Academy and Mustard Seed), and three places of worship within the RDSP. There are also seven hotels located along I-5 north and south of Richards Boulevard within the RDSP area.

CONCLUSION

The following sensitive land uses could be affected by projects proposed under the RDSP, and should be considered during environmental planning and review:

- Locating residences adjacent to existing stationary noise sources.
- Locating residential outdoor activity areas or common outdoor activity areas adjacent to incompatible land uses.
- Increase in traffic noise levels may have impacts on interior noise levels of noise sensitive land uses.

PLANNING RECOMMENDATIONS

SITE DESIGN

Design residential uses within the RDSP to shield outdoor activity areas from existing offensive noise sources (mobile or stationary) by locating proposed residential structures between the noise source and outdoor activity area.

INTERIOR NOISE LEVELS

Interior noise levels for sensitive land uses may exceed local standards for transportation noise sources. If possible, locate rooms intended for sleep away from the offensive noise source. Design residences with rooms

adjacent to roadways that do not require quiet as an essential component (e.g., kitchen, bathroom, closets). If it is not possible to avoid locating rooms that require quiet as an essential component, upgraded window package assemblies may be required to comply with interior noise level thresholds.

Limiting Roadway Speed Limits

The dominant noise source in the RDSP study area is and will continue to be traffic noise on the local roadway network. Reducing the speed limit on arterials adjacent to noise sensitive receptors would reduce the noise levels at those uses.

Noise Wall and Barriers

Roadway noise is significantly influenced by intervening noise walls and barriers. Noise walls, constructed of heavy dense material, can attenuate roadway noise to varying degrees of efficiency depending upon noise wall location and design. In the simplest terms, an effective noise barrier must break line-of-sight between the noise source (roadway) and noise receiver (residence). If line-of-sight is broken, the intervening noise wall can provide a fair amount of attenuation, on the order typically ranging from 5 to 15 dB. Noise barriers including earthen berms, intervening structures (homes or office buildings), raised or depressed topography can provide substantial attenuation. Again, the degree to which these line-of-sight breaking barriers may attenuate noise largely depends on barrier orientation and design. Noise walls may not be feasible in an urban setting to shield traffic noise levels, however, stationary source and railroad source noise would effectively be reduced at noise sensitive receptors with the inclusion of noise barriers.

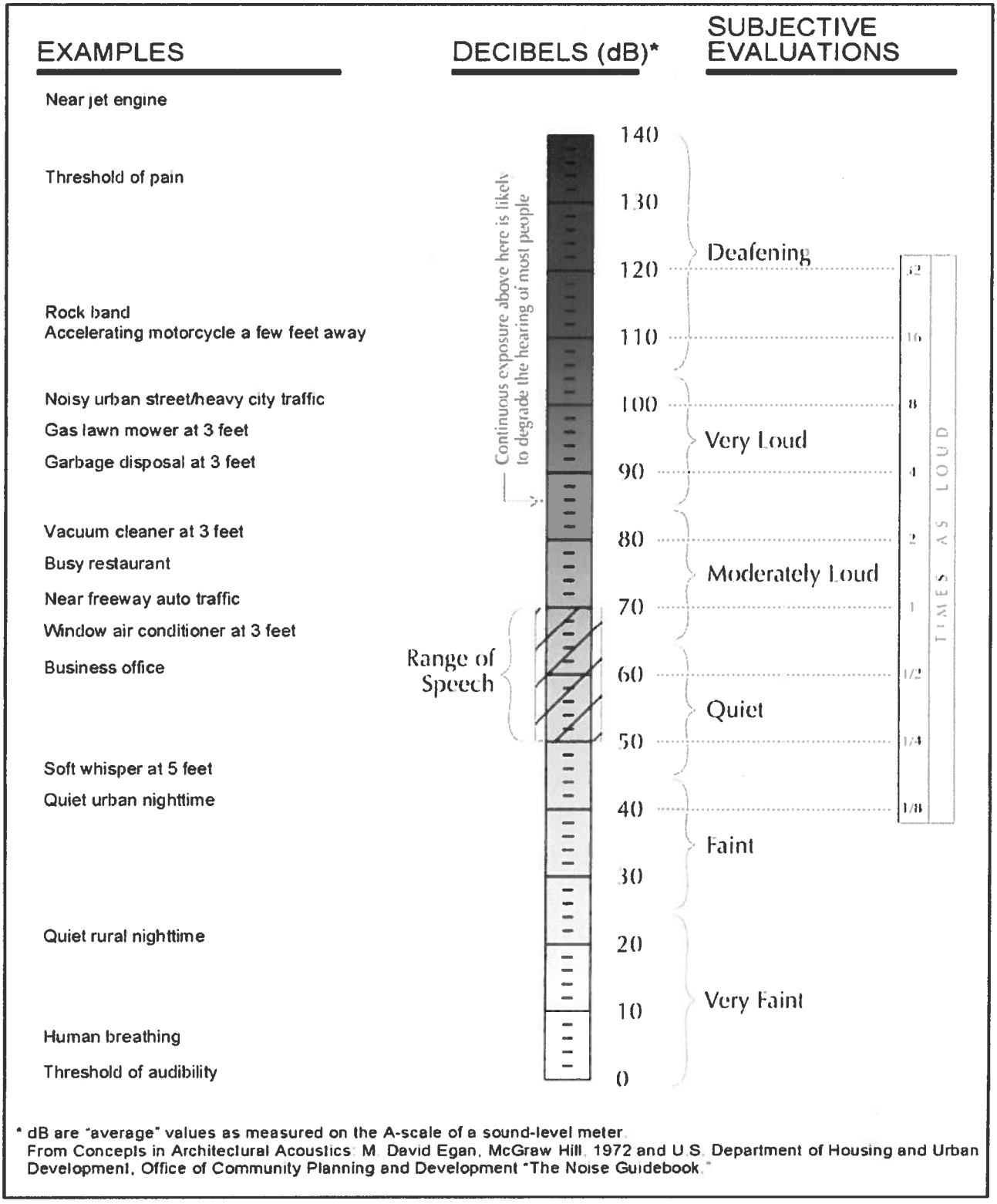
APPENDIX A

Acoustic Fundamentals

Acoustics is the scientific study that evaluates perception, propagation, absorption, and reflection of sound waves. Sound is a mechanical form of radiant energy, transmitted by a pressure wave through a solid, liquid, or gaseous medium. Sound that is loud, disagreeable, unexpected, or unwanted is generally defined as noise; consequently, the perception of sound is subjective in nature, and can vary substantially from person to person. Common sources of environmental noise and noise levels are presented in Exhibit 4.

A sound wave is initiated in a medium by a vibrating object (e.g., vocal chords, the string of a guitar, the diaphragm of a radio speaker). The wave consists of minute variations in pressure, oscillating above and below the ambient atmospheric pressure. The number of pressure variation cycles occurring per second is referred to as the frequency of the sound wave and is expressed in hertz (Hz), which is equivalent to one complete cycle per second.

Directly measuring sound pressure fluctuations would require the use of a very large and cumbersome range of numbers. To avoid this and have a more useable numbering system, the decibel (dB) scale was introduced. A sound level expressed in decibels is the logarithmic ratio of two like pressure quantities, with one pressure quantity being a reference sound pressure. For sound pressure in air the standard reference quantity is generally considered to be 20 micropascals, which directly corresponds to the threshold of human hearing. The use of the decibel is a convenient way to handle the million-fold range of sound pressures to which the human ear is sensitive. A decibel is logarithmic; it does not follow normal algebraic methods and cannot be directly added. For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). A sound level increase of 10 dB corresponds to 10 times the acoustical energy, and an increase of 20 dB equates to a 100 fold increase in acoustical energy.



* dB are "average" values as measured on the A-scale of a sound-level meter.
From Concepts in Architectural Acoustics, M. David Egan, McGraw Hill, 1972 and U.S. Department of Housing and Urban Development, Office of Community Planning and Development "The Noise Guidebook."

Source: Data compiled by EDAW in 2009

Common Noise Sources and Levels **Exhibit 4**

The loudness of sound perceived by the human ear depends primarily on the overall sound pressure level and frequency content of the sound source. The human ear is not equally sensitive to loudness at all frequencies in the audible spectrum. To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. The standard weighting networks are identified as A through E. There is a strong correlation between the way humans perceive sound and A-weighted sound levels (dBA). For this reason the dBA can be used to predict community response to noise from the environment, including noise from transportation and stationary sources. Sound levels expressed as dB in this section are A-weighted sound levels, unless noted otherwise.

Noise can be generated by a number of sources, including mobile sources (transportation noise sources) such as automobiles, trucks, and airplanes and stationary sources (non-transportation noise sources) such as construction sites, machinery, and commercial and industrial operations. As acoustic energy spreads through the atmosphere from the source to the receiver, noise levels attenuate (decrease) depending on ground absorption characteristics, atmospheric conditions, and the presence of physical barriers (walls, building façades, berms). Noise generated from mobile sources generally attenuate at a rate of 4.5 dB per doubling of distance. Stationary noise sources spread with more spherical dispersion patterns that attenuate at a rate of 6 to 7.5 dB per doubling of distance.

Atmospheric conditions such as wind speed, turbulence, temperature gradients, and humidity may additionally alter the propagation of noise and affect levels at a receiver. Furthermore, the presence of a large object (e.g., barrier, topographic features, and intervening building façades) between the source and the receptor can provide significant attenuation of noise levels at the receiver. The amount of noise level reduction or "shielding" provided by a barrier primarily depends on the size of the barrier, the location of the barrier in relation to the source and receivers, and the frequency spectra of the noise. Natural barriers such as berms, hills, or dense woods, and human-made features such as buildings and walls may be used as noise barriers.

Noise Descriptors

The intensity of environmental noise fluctuates over time, and several different descriptors of time-averaged noise levels are used. The selection of a proper noise descriptor for a specific source depends on the spatial and temporal distribution, duration, and fluctuation of both the noise source and the environment. The noise descriptors most often used to describe environmental noise are defined below.

- **L_{max} (Maximum Noise Level):** The highest A/B/C weighted integrated noise level occurring during a specific period of time.
- **L_{min} (Minimum Noise Level):** The lowest A/B/C weighted integrated noise level during a specific period of time.
- **Peak:** The highest weighted or unweighted instantaneous peak-to-peak value occurring during a measurement period.
- **L_n (Statistical Descriptor):** The noise level exceeded n% of a specific period of time, generally accepted as an hourly statistic. An L_{10} would be the noise level exceeded 10% of the measurement period.
- **L_{eq} (Equivalent Noise Level):** The energy mean (average) noise level. The steady-state sound level that, in a specified period of time, contains the same acoustical energy as a varying sound level over the same time period.
- **L_{dn} (Day-Night Noise Level):** The 24-hour L_{eq} with a 10-dB "penalty" applied during nighttime noise-sensitive hours, 10 p.m. through 7 a.m. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.

- **CNEL (Community Noise Equivalent Level):** Similar to the L_{dn} described above, but with an additional 5-dB "penalty" for the noise-sensitive hours between 7 p.m. to 10 p.m., which are typically reserved for relaxation, conversation, reading, and watching television. If the same 24-hour noise data are used, the CNEL is typically 0.5 dB higher than the L_{dn}.

- **SEL (Sound Exposure Level):** The cumulative exposure to sound energy over a stated period of time.

Effects of Noise on Humans

Excessive and chronic exposure to elevated noise levels can result in auditory and non-auditory effects on humans. Auditory effects of noise on people are those related to temporary or permanent hearing loss caused by loud noises. Non-auditory effects of exposure to elevated noise levels are those related to behavioral and physiological effects. The non-auditory behavioral effects of noise on humans are associated primarily with the subjective effects of annoyance, nuisance, and dissatisfaction, which lead to interference with activities such as communications, sleep, and learning. The non-auditory physiological health effects of noise on humans have been the subject of considerable research attempting to discover correlations between exposure to elevated noise levels and health problems, such as hypertension and cardiovascular disease. The mass of research infers that noise-related health issues are predominantly the result of behavioral stressors and not a direct noise-induced response. The extent to which noise contributes to non-auditory health effects remains a subject of considerable research, with no definitive conclusions.

The degree to which noise results in annoyance and interference is highly subjective and may be influenced by several non-acoustic factors. The number and effect of these non-acoustic environmental and physical factors vary depending on individual characteristics of the noise environment such as sensitivity, level of activity, location, time of day, and length of exposure. One key aspect in the prediction of human response to new noise environments is the individual level of adaptation to an existing noise environment. The greater the change in the noise levels that are attributed to a new noise source, relative to the environment an individual has become accustomed to, the less tolerable the new noise source will be to the new noise source.

With respect to how humans perceive and react to changes in noise levels, a 1dB increase is imperceptible, a 3 dB increase is barely perceptible, a 6 dB increase is clearly noticeable, and a 10-dB increase is subjectively perceived as approximately twice as loud (Egan 1972). These subjective reactions to changes in noise levels was developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broad-band noise and to changes in levels of a given noise source. It is probably most applicable to noise levels in the range of 50 to 70 dB, as this is the usual range of voice and interior noise levels. For these reasons, a noise level increase of 3 dB or more is typically considered substantial in terms of the degradation of the existing noise environment.

Vibration

Vibration is the periodic oscillation of a medium or object with respect to a given reference point. Sources of vibration include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and those introduced by human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, (e.g., operating factory machinery or transient in nature, explosions). Vibration levels can be depicted in terms of amplitude and frequency, relative to displacement, velocity, or acceleration.

Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings (Federal Transit Administration [FTA] 2006: 7-1 – 7-8, California Department of Transportation [Caltrans] 2004: 5-7). PPV and RMS vibration velocity are normally described in inches per second (in/sec).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. The response of the human body to vibration relates well to average vibration amplitude; therefore, vibration impacts on humans are evaluated in terms of RMS vibration velocity. Similar to airborne sound, vibration velocity can be expressed in decibel notation as vibration decibels (VdB). The logarithmic nature of the decibel serves to compress the broad range of numbers required to describe vibration.

Typical outdoor sources of perceptible groundborne vibration include construction equipment, steel-wheeled trains, and traffic on rough roads. Although the effects of vibration may be imperceptible at low levels, effects may result in detectable vibrations and slight damage to nearby structures at moderate and high levels, respectively. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in damage to structural components. The range of vibration that is relevant to this analysis occurs from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2006:8-1 – 8-8).

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APPENDIX F: Public Utilities

City of Sacramento
SB 610/SB 221 Water Supply Assessment and Certification Form

This form may be used to complete water supply assessments for projects located in an area covered by the City's most recent Urban Water Management Plan.

Note: Please do not use this form if the projected water demand for your project area was not included in the City's latest Urban Water Management Plan. To review the City's Urban Water Management Plan, please visit: http://www.cityofsacramento.org/utilities/urbanwater/index.html

Project: **River District**

Date: **6/11/2010**

Project Applicant (Name of Company): City of Sacramento

Applicant Contact (Name of Individual): Greg Bitter

Phone Number: (916) 808-7816

E-mail: gbitter@cityofsacramento.org

Address: 300 Richards Blvd, Sacramento, CA 95811

Project Applicant to fill in the following:

1. Does the project include:

Type of Development	Yes	No
A proposed residential development of 500 or more dwelling units	X	
A shopping Center employing more than 1,000 persons or having more than 500,000 square feet?		X
A Commercial Office building employing more than 1,000 persons or having more than 250,000 square feet?	X	
A proposed hotel or motel, or both, having more that 500 rooms	X	
A proposed industrial, manufacturing, or processing plant or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area		X
A mixed use project that includes one or more of the projects specified above		X
A project that would demand an amount of water equivalent to, or greater than, the water required by a 500 dwelling unit project	X	

If the answer is no to all of the above, a water supply assessment is not required for the project.

2. Is the projected water demand for the project location included in the City's 2005 Urban Water Management Plan, adopted November 14, 2006?

Yes: X No: ____

If the answer is no, you cannot use this form. Please refer to the requirements of SB 610 for preparing a water supply assessment.

3. Please fill in the project demands below:

		Proposed Development			Current Zoning	
Type of Development	Demand Factor (acre feet per acre)	Acres	Total Demand		Acres	Total Demand
Residential - Low and Medium Density	3.60	5.00	18		4.50	16.2
Residential - High Density	4.00	139.00	556		2.34	9.36
Commercial/Retail	3.00	10.33	30.99		5.74	17.22
Office	3.00	16.58	49.74		19.51	58.53
Warehouse/Industrial	4.00	0	0		114.78	459.12
Hotels	4.00	22.86	91.44		12.08	48.32
Parks and Recreation	4.20	31.0	130.2		16	67.2
Subtotal			876.37			675.95
Losses - 7.5% of subtotal			65.73			50.70
Total Demand			942.10			726.65

4. Required Elements of Water Supply Assessment (Government Code § 10910)

A. Water supply entitlements, water rights or water service contracts (Gov't Code § 10910(d)):

The City's water supply entitlements, water rights and water service contract are identified and discussed in the Urban Water Management Plan, Chapters 4, 5 and 6.

All infrastructure necessary to deliver a water supply to the project is in place, excepting any distribution facilities required to be constructed and financed by the project applicant: Yes: ____ No: X

B. Identification of other sources of water supply if no water has been received under City's existing entitlements, water rights or water service contracts (Gov't Code § 10910(e)):

Not applicable.

C. Information and analysis pertaining to groundwater supply (Gov't Code § 10910(f)):

Addressed by Urban Water Management Plan, Chapters 4, 5 and 6.

Verification of Water Supply
(for residential development of more than 500 dwelling units)

Based on the City's most recent Urban Water Management Plan, are there sufficient water supplies for the project during normal, single dry and multiple dry years over a 20 year period?

Yes: ✓ No: _____

By: _____ Jim Peifer

Title: Senior Engineer

Date: 7/1/2010

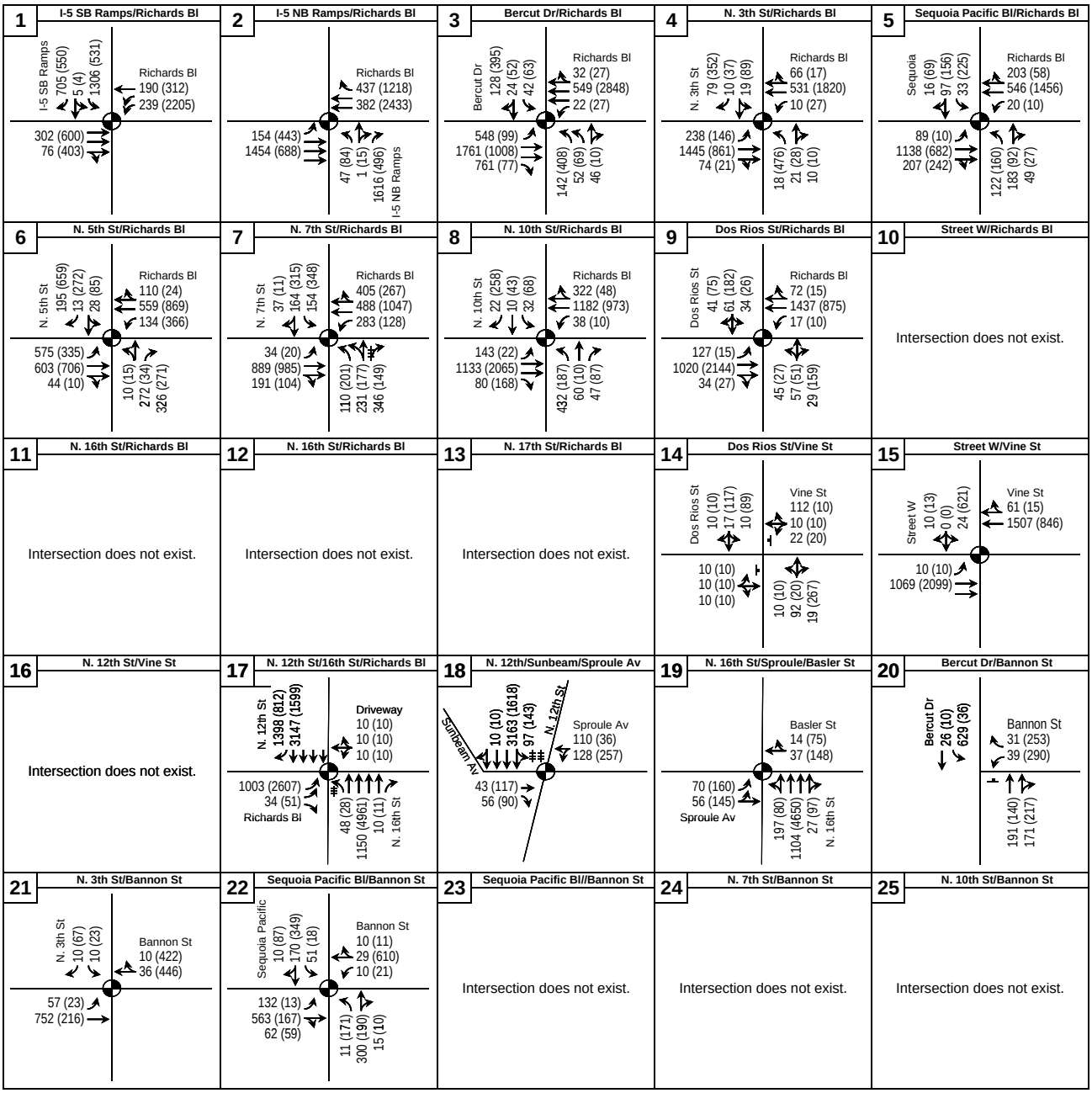
This box to be filled in by the City

Distribution:

Applicant
Development Services Department (Org: 4913) – Assigned Planner: _____
Utilities Department (Org: 3334) - Development Review (Robert Thaung)
Utilities Department (Org: 3332) - Capital Improvements (Jim Peifer)

APPENDIX G: Transportation and Circulation

APPENDIX G: TRANSPORTATION AND CIRCULATION, 2015 Volume Figure



KEY

31 (27) = AM (PM) peak hour traffic volume

◔ = Signalized intersection

↙ = Intersection approach lane

↙ = Lane provided during AM peak, only

↙ = Lane not provided during PM peak

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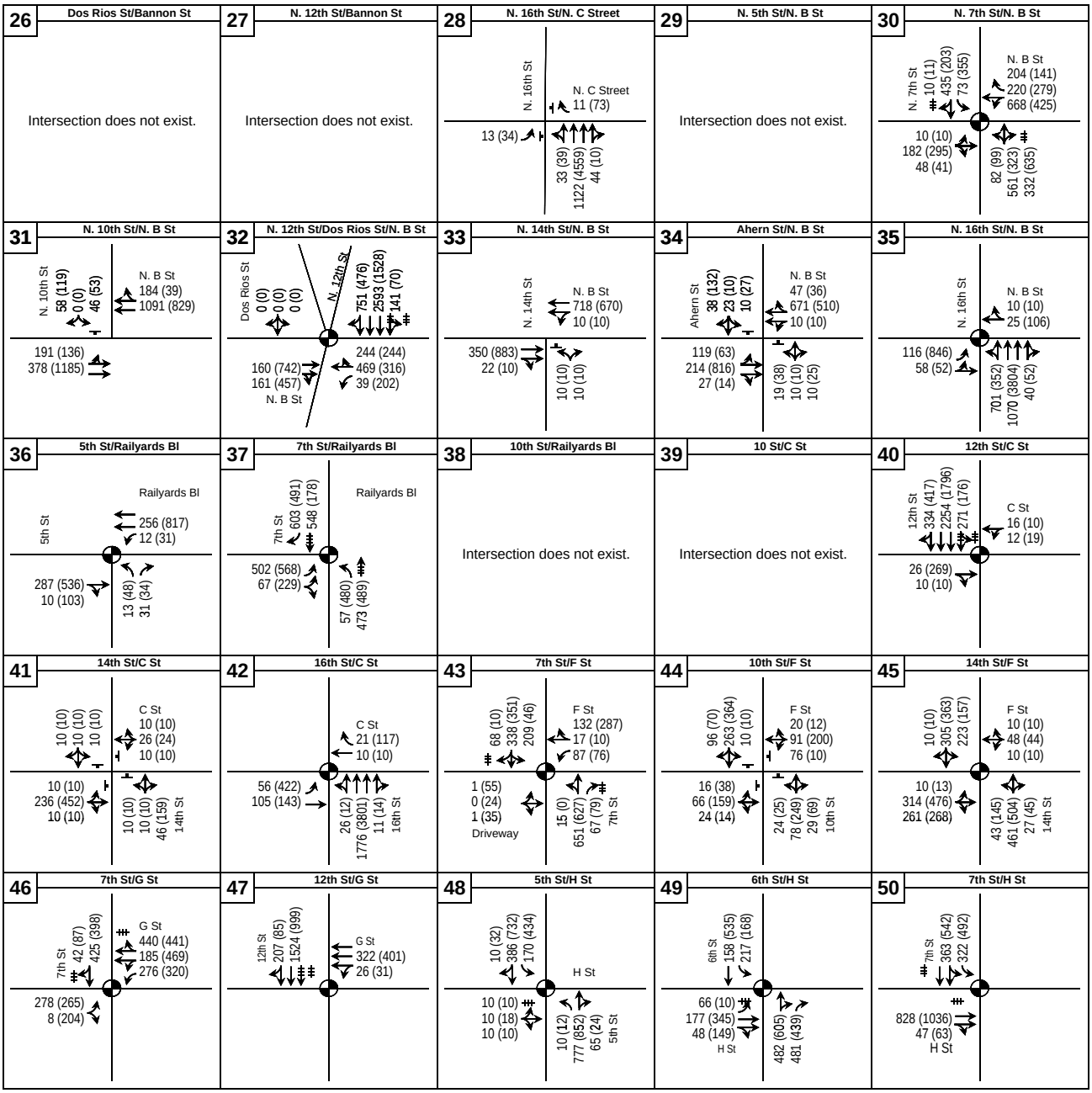
River District Specific Plan Traffic Study

N W E S

2015 TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS



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↙ = Lane not provided during PM peak

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River District Specific Plan Traffic Study

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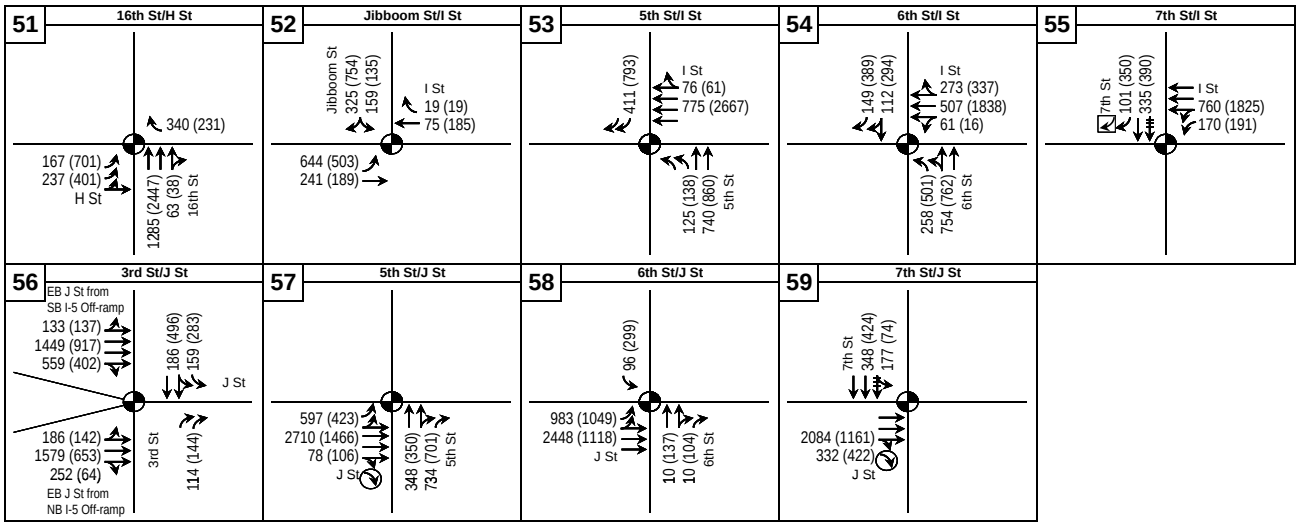
2015 TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Intersection approach lane

= Lane provided during AM peak, only

= Lane not provided during PM peak

Dowling Associates, Inc.

River District Specific Plan Traffic Study

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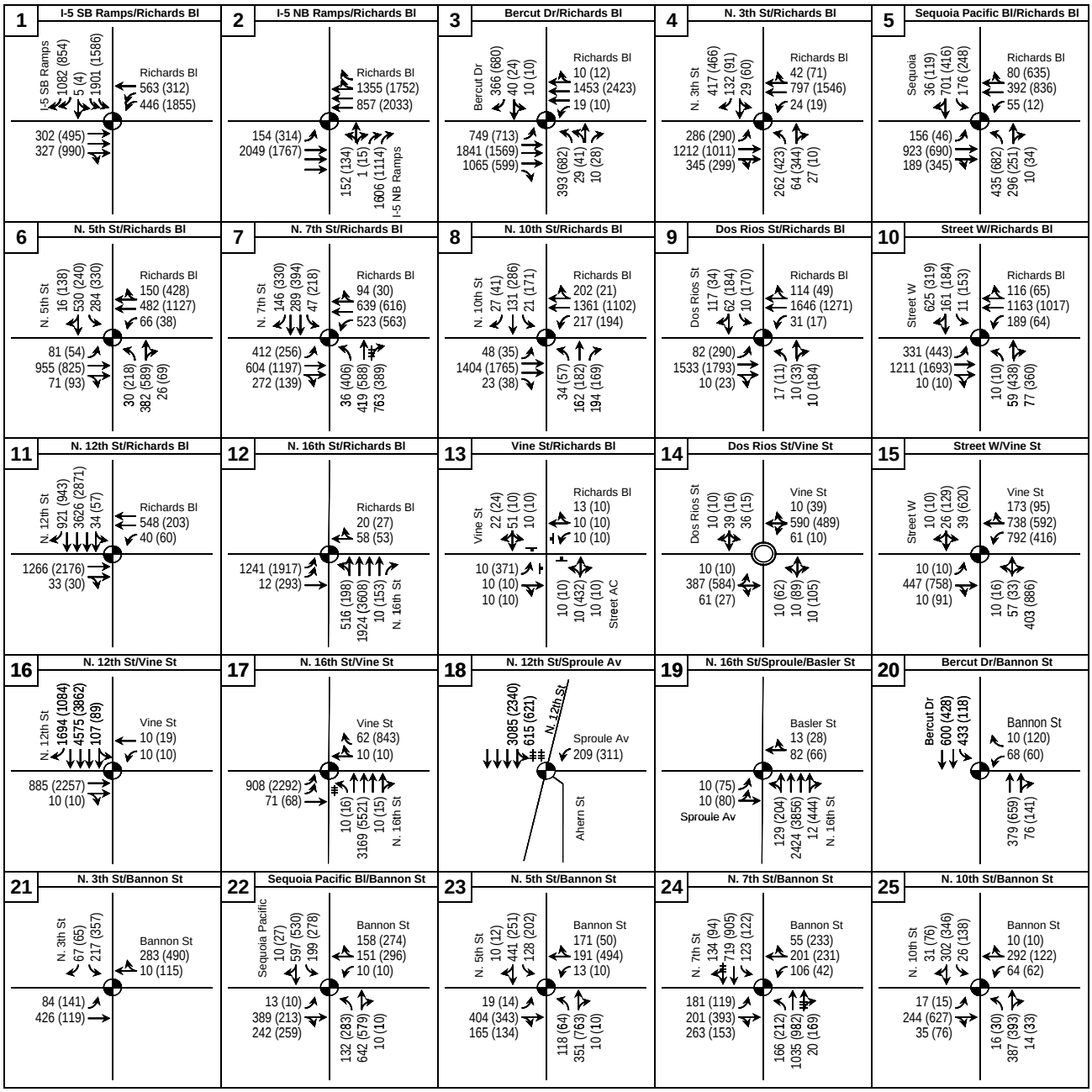
2015 TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS

APPENDIX G: TRANSPORTATION AND CIRCULATION, 2035 Volume Figure



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Roundabout

= Intersection approach lane

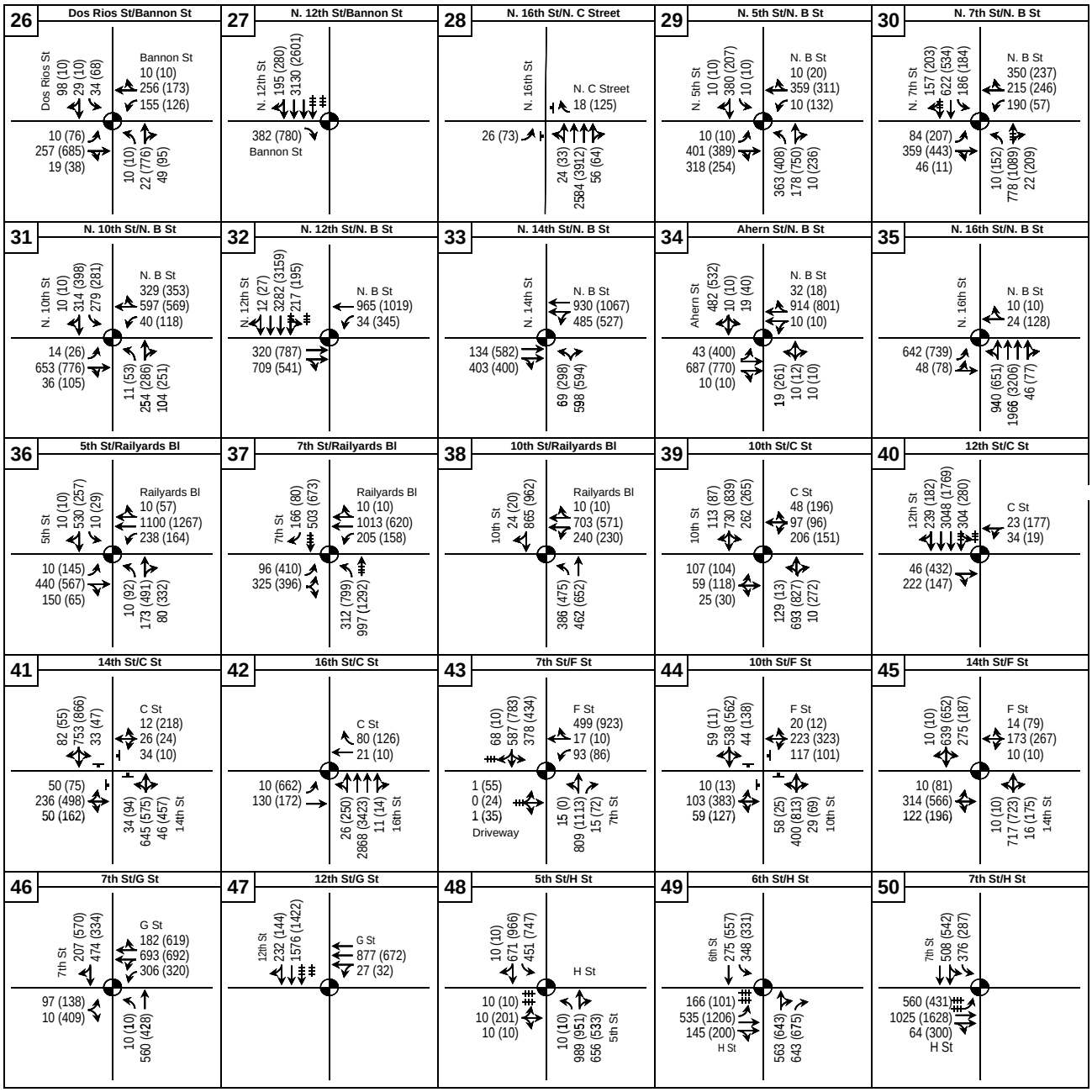
= Lane provided during AM peak, only

= Lane not provided during PM peak

Dowling Associates, Inc.

River District Specific Plan Traffic Study

2035 TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Roundabout

= Intersection approach lane

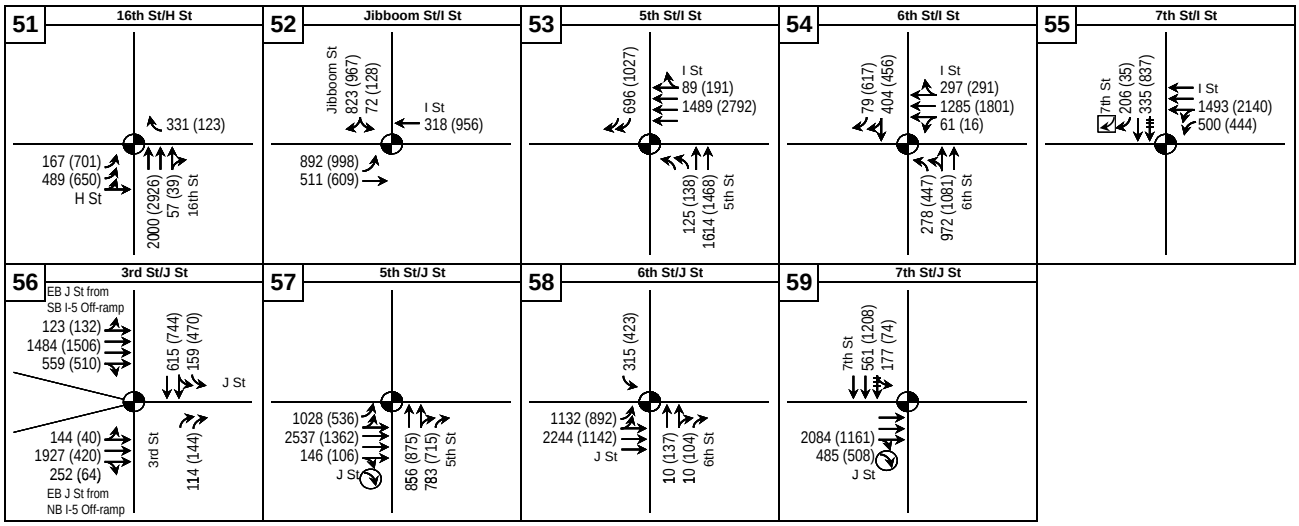
= Lane provided during AM peak, only

= Lane not provided during PM peak

Dowling Associates, Inc.

River District Specific Plan Traffic Study

2035 TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS



KEY

31 (27) = AM (PM) peak hour traffic volume

= Signalized intersection

= Roundabout

= Intersection approach lane

= Lane provided during AM peak, only

= Lane not provided during PM peak

Dowling Associates, Inc.

River District Specific Plan Traffic Study

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W E

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2035 TRAFFIC VOLUMES, LANES, AND TRAFFIC CONTROLS

APPENDIX G: TRANSPORTATION AND CIRCULATION, Existing Trip Generation

External Motor Vehicle Trips Generated by Existing Land Uses							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 100	824	36	23	59	41	37	78
Parcel Number 101	2,275	64	42	106	102	99	201
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	946	27	17	44	49	47	96
Parcel Number 104	3,015	65	38	103	140	142	282
Parcel Number 105	2,237	97	26	123	82	123	205
Parcel Number 106	488	57	9	66	7	34	41
Parcel Number 107a	269	31	5	36	4	15	19
Parcel Number 107b	269	31	5	36	4	15	19
Parcel Number 108a	598	72	10	82	9	45	54
Parcel Number 108b	756	92	13	105	13	61	74
Parcel Number 109	0	0	0	0	0	0	0
Parcel Number 110	372	43	6	49	7	44	51
Parcel Number 111	1,390	38	22	60	67	67	134
Parcel Number 112a	1,304	162	22	184	25	123	148
Parcel Number 112b	2,086	32	20	52	93	97	190
Parcel Number 113a	471	54	8	62	9	57	66
Parcel Number 113b	0	0	0	0	0	0	0
Parcel Number 114	663	77	11	88	11	81	92
Parcel Number 115	1,764	60	37	97	79	71	150
Parcel Number 116	368	43	6	49	7	44	51
Parcel Number 117	2,946	91	31	122	123	175	298
Parcel Number 201	1,161	136	19	155	18	115	133
Parcel Number 202	711	86	12	98	12	56	68
Parcel Number 203	180	21	3	24	3	21	24
Parcel Number 204	180	21	3	24	3	21	24
Parcel Number 205	687	80	12	92	11	61	72
Parcel Number 206	343	39	6	45	6	42	48
Parcel Number 207	442	50	8	58	8	53	61
Parcel Number 212	1,739	56	36	92	78	73	151
Parcel Number 213	1,296	160	22	182	24	123	147
Parcel Number 214a	0	0	0	0	0	0	0
Parcel Number 214b	190	21	3	24	3	23	26
Parcel Number 216	458	54	16	70	23	50	73
Parcel Number 217	13	2	0	2	0	2	2
Parcel Number 218	176	20	3	23	2	10	12
Parcel Number 219	27	1	2	3	2	1	3
Parcel Number 300	1,359	158	21	179	23	165	188
Parcel Number 301	2,401	305	41	346	54	265	319
Parcel Number 302	2,353	299	41	340	53	259	312
Parcel Number 303	1,308	162	22	184	25	124	149
Parcel Number 304	3,145	61	30	91	136	159	295
Parcel Number 305	198	23	3	26	4	23	27
Parcel Number 306	641	74	10	84	11	78	89
Parcel Number 307	1,299	152	20	172	22	158	180
Parcel Number 308	303	36	5	41	6	36	42
Parcel Number 309	260	30	4	34	5	31	36

External Motor Vehicle Trips Generated by Existing Land Uses							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 310	550	63	9	72	10	60	70
Parcel Number 311	173	20	3	23	3	21	24
Parcel Number 312	0	0	0	0	0	0	0
Parcel Number 313	0	0	0	0	0	0	0
Parcel Number 314	373	43	6	49	7	45	52
Parcel Number 315	0	0	0	0	0	0	0
Parcel Number 316	286	33	5	38	4	23	27
Parcel Number 317	0	0	0	0	0	0	0
Parcel Number 318	0	0	0	0	0	0	0
Parcel Number 319	0	0	0	0	0	0	0
Parcel Number 320	428	49	7	56	7	49	56
Parcel Number 321	455	52	8	60	8	55	63
Parcel Number 322	450	51	8	59	8	54	62
Parcel Number 323	0	0	0	0	0	0	0
Parcel Number 324	0	0	0	0	0	0	0
Parcel Number 400	999	116	16	132	17	122	139
Parcel Number 401	766	89	12	101	13	94	107
Parcel Number 402	537	62	9	71	9	66	75
Parcel Number 403	908	105	15	120	16	110	126
Parcel Number 404	0	0	0	0	0	0	0
Parcel Number 405	205	23	3	26	4	24	28
Parcel Number 406	480	55	8	63	9	58	67
Parcel Number 407a	811	94	13	107	14	99	113
Parcel Number 407b	146	16	3	19	3	17	20
Parcel Number 408	1,463	168	23	191	25	178	203
Parcel Number 409	684	83	11	94	11	53	64
Parcel Number 410	917	106	15	121	16	111	127
Parcel Number 411a	0	0	0	0	0	0	0
Parcel Number 411b	160	18	3	21	3	19	22
Parcel Number 412	263	30	5	35	5	32	37
Parcel Number 413	266	30	5	35	5	32	37
Parcel Number 414	390	44	7	51	7	47	54
Parcel Number 415	0	0	0	0	0	0	0
Parcel Number 416	0	0	0	0	0	0	0
Parcel Number 417a	391	44	7	51	7	47	54
Parcel Number 417b	1,037	21	10	31	44	49	93
Parcel Number 418a	1,794	60	20	80	73	108	181
Parcel Number 418b	201	23	3	26	4	24	28
Parcel Number 419	166	3	12	15	12	5	17
Parcel Number 420	91	2	6	8	6	4	10
Parcel Number 421	754	10	50	60	46	24	70
Parcel Number 422	1,062	50	33	83	45	64	109
Parcel Number 423	659	121	99	220	32	33	65
Parcel Number 424	155	13	6	19	5	15	20
Parcel Number 501a	426	49	7	56	7	46	53
Parcel Number 501b	261	30	5	35	5	32	37
Parcel Number 502	1,833	27	19	46	81	85	166
Parcel Number 503	341	39	6	45	6	42	48

External Motor Vehicle Trips Generated by Existing Land Uses							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 504	2,150	43	21	64	92	107	199
Parcel Number 505a	4,163	58	39	97	190	195	385
Parcel Number 505b	27	1	2	3	2	1	3
Parcel Number 520a	0	0	0	0	0	0	0
Parcel Number 520b	0	0	0	0	0	0	0
Parcel Number 506	2,953	50	30	80	132	137	269
Parcel Number 507	1,844	73	23	96	71	114	185
Parcel Number 508	245	28	4	32	4	30	34
Parcel Number 509	465	53	8	61	9	56	65
Parcel Number 510	419	49	7	56	8	45	53
Parcel Number 511	2,637	81	28	109	111	154	265
Parcel Number 512	153	17	3	20	3	18	21
Parcel Number 513	576	67	9	76	10	71	81
Parcel Number 514	2,247	112	27	139	81	163	244
Parcel Number 515	605	68	10	78	13	78	91
Parcel Number 516	0	0	0	0	0	0	0
Parcel Number 517	1,972	48	20	68	83	105	188
Parcel Number 518	810	57	33	90	34	59	93
Parcel Number 519	0	0	0	0	0	0	0
Parcel Number T9-1a	0	0	0	0	0	0	0
Parcel Number T9-1b	972	112	16	128	17	119	136
Parcel Number T9-1c	0	0	0	0	0	0	0
Parcel Number T9-3	1,708	195	26	221	28	206	234
Parcel Number T9-4	0	0	0	0	0	0	0
Parcel Number T9-5a	0	0	0	0	0	0	0
Parcel Number T9-5b	0	0	0	0	0	0	0
Parcel Number T9-6	0	0	0	0	0	0	0
Parcel Number T9-7	0	0	0	0	0	0	0
Parcel Number T9-8	550	64	9	73	9	68	77
Parcel Number T9-9	638	74	10	84	11	78	89
Parcel Number T9-10	752	87	12	99	13	92	105
Parcel Number T9-11	0	0	0	0	0	0	0
Parcel Number T9-12	0	0	0	0	0	0	0
Parcel Number T9-13	777	94	13	107	13	63	76
Parcel Number T9-14	585	68	9	77	10	72	82
Parcel Number T9-15	360	42	6	48	7	43	50
Parcel Number T9-16	775	91	12	103	13	95	108
Parcel Number T9-17	0	0	0	0	0	0	0
Total	**93,175**	**6,693**	**1,547**	**8,240**	**2,945**	**7,442**	**10,387**

Source: Dowling Associates, Inc. 2009

Trips To-From Other Blocks within the River District for Grid 9 Alternative							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 100	0	0	0	0	0	0	0
Parcel Number 101	0	0	0	0	0	0	0
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	0	0	0	0	0	0	0
Parcel Number 104	0	0	0	0	0	0	0
Parcel Number 105	0	0	0	0	0	0	0
Parcel Number 106	0	0	0	0	0	0	0
Parcel Number 107a	0	0	0	0	0	0	0
Parcel Number 107b	0	0	0	0	0	0	0
Parcel Number 108a	0	0	0	0	0	0	0
Parcel Number 108b	0	0	0	0	0	0	0
Parcel Number 109	0	0	0	0	0	0	0
Parcel Number 110	0	0	0	0	0	0	0
Parcel Number 111	0	0	0	0	0	0	0
Parcel Number 112a	0	0	0	0	0	0	0
Parcel Number 112b	0	0	0	0	0	0	0
Parcel Number 113a	0	0	0	0	0	0	0
Parcel Number 113b	0	0	0	0	0	0	0
Parcel Number 114	0	0	0	0	0	0	0
Parcel Number 115	0	0	0	0	0	0	0
Parcel Number 116	0	0	0	0	0	0	0
Parcel Number 117	0	0	0	0	0	0	0
Parcel Number 201	0	0	0	0	0	0	0
Parcel Number 202	0	0	0	0	0	0	0
Parcel Number 203	0	0	0	0	0	0	0
Parcel Number 204	0	0	0	0	0	0	0
Parcel Number 205	0	0	0	0	0	0	0
Parcel Number 206	0	0	0	0	0	0	0
Parcel Number 207	0	0	0	0	0	0	0
Parcel Number 212	0	0	0	0	0	0	0
Parcel Number 213	0	0	0	0	0	0	0
Parcel Number 214a	0	0	0	0	0	0	0
Parcel Number 214b	0	0	0	0	0	0	0
Parcel Number 216	0	0	0	0	0	0	0
Parcel Number 217	0	0	0	0	0	0	0
Parcel Number 218	0	0	0	0	0	0	0
Parcel Number 219	0	0	0	0	0	0	0
Parcel Number 300	0	0	0	0	0	0	0
Parcel Number 301	0	0	0	0	0	0	0
Parcel Number 302	0	0	0	0	0	0	0
Parcel Number 303	0	0	0	0	0	0	0
Parcel Number 304	0	0	0	0	0	0	0
Parcel Number 305	0	0	0	0	0	0	0
Parcel Number 306	0	0	0	0	0	0	0
Parcel Number 307	0	0	0	0	0	0	0
Parcel Number 308	0	0	0	0	0	0	0
Parcel Number 309	0	0	0	0	0	0	0

Parcel Number 101	0	0	0	0	0	0	0
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	0	0	0	0	0	0	0
Parcel Number 104	0	0	0	0	0	0	0
Parcel Number 310	0	0	0	0	0	0	0
Parcel Number 311	0	0	0	0	0	0	0
Parcel Number 312	0	0	0	0	0	0	0
Parcel Number 313	0	0	0	0	0	0	0
Parcel Number 314	0	0	0	0	0	0	0
Parcel Number 315	0	0	0	0	0	0	0
Parcel Number 316	0	0	0	0	0	0	0
Parcel Number 317	0	0	0	0	0	0	0
Parcel Number 318	0	0	0	0	0	0	0
Parcel Number 319	0	0	0	0	0	0	0
Parcel Number 320	0	0	0	0	0	0	0
Parcel Number 321	0	0	0	0	0	0	0
Parcel Number 322	0	0	0	0	0	0	0
Parcel Number 323	0	0	0	0	0	0	0
Parcel Number 324	0	0	0	0	0	0	0
Parcel Number 400	0	0	0	0	0	0	0
Parcel Number 401	0	0	0	0	0	0	0
Parcel Number 402	0	0	0	0	0	0	0
Parcel Number 403	0	0	0	0	0	0	0
Parcel Number 404	0	0	0	0	0	0	0
Parcel Number 405	0	0	0	0	0	0	0
Parcel Number 406	0	0	0	0	0	0	0
Parcel Number 407a	0	0	0	0	0	0	0
Parcel Number 407b	0	0	0	0	0	0	0
Parcel Number 408	0	0	0	0	0	0	0
Parcel Number 409	0	0	0	0	0	0	0
Parcel Number 410	0	0	0	0	0	0	0
Parcel Number 411a	0	0	0	0	0	0	0
Parcel Number 411b	0	0	0	0	0	0	0
Parcel Number 412	0	0	0	0	0	0	0
Parcel Number 413	0	0	0	0	0	0	0
Parcel Number 414	0	0	0	0	0	0	0
Parcel Number 415	0	0	0	0	0	0	0
Parcel Number 416	0	0	0	0	0	0	0
Parcel Number 417a	0	0	0	0	0	0	0
Parcel Number 417b	0	0	0	0	0	0	0
Parcel Number 418a	0	0	0	0	0	0	0
Parcel Number 418b	0	0	0	0	0	0	0
Parcel Number 419	0	0	0	0	0	0	0
Parcel Number 420	0	0	0	0	0	0	0
Parcel Number 421	0	0	0	0	0	0	0
Parcel Number 422	0	0	0	0	0	0	0
Parcel Number 423	0	0	0	0	0	0	0
Parcel Number 424	0	0	0	0	0	0	0
Parcel Number 501a	0	0	0	0	0	0	0
Parcel Number 501b	0	0	0	0	0	0	0
Parcel Number 502	0	0	0	0	0	0	0
Parcel Number 503	0	0	0	0	0	0	0

Parcel Number 101	0	0	0	0	0	0	0
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	0	0	0	0	0	0	0
Parcel Number 104	0	0	0	0	0	0	0
Parcel Number 504	0	0	0	0	0	0	0
Parcel Number 505a	0	0	0	0	0	0	0
Parcel Number 505b	0	0	0	0	0	0	0
Parcel Number 520a	0	0	0	0	0	0	0
Parcel Number 520b	0	0	0	0	0	0	0
Parcel Number 506	0	0	0	0	0	0	0
Parcel Number 507	0	0	0	0	0	0	0
Parcel Number 508	0	0	0	0	0	0	0
Parcel Number 509	0	0	0	0	0	0	0
Parcel Number 510	0	0	0	0	0	0	0
Parcel Number 511	0	0	0	0	0	0	0
Parcel Number 512	0	0	0	0	0	0	0
Parcel Number 513	0	0	0	0	0	0	0
Parcel Number 514	0	0	0	0	0	0	0
Parcel Number 515	0	0	0	0	0	0	0
Parcel Number 516	0	0	0	0	0	0	0
Parcel Number 517	0	0	0	0	0	0	0
Parcel Number 518	0	0	0	0	0	0	0
Parcel Number 519	0	0	0	0	0	0	0
Parcel Number T9-1a	0	0	0	0	0	0	0
Parcel Number T9-1b	0	0	0	0	0	0	0
Parcel Number T9-1c	0	0	0	0	0	0	0
Parcel Number T9-3	0	0	0	0	0	0	0
Parcel Number T9-4	0	0	0	0	0	0	0
Parcel Number T9-5a	0	0	0	0	0	0	0
Parcel Number T9-5b	0	0	0	0	0	0	0
Parcel Number T9-6	0	0	0	0	0	0	0
Parcel Number T9-7	0	0	0	0	0	0	0
Parcel Number T9-8	0	0	0	0	0	0	0
Parcel Number T9-9	0	0	0	0	0	0	0
Parcel Number T9-10	0	0	0	0	0	0	0
Parcel Number T9-11	0	0	0	0	0	0	0
Parcel Number T9-12	0	0	0	0	0	0	0
Parcel Number T9-13	0	0	0	0	0	0	0
Parcel Number T9-14	0	0	0	0	0	0	0
Parcel Number T9-15	0	0	0	0	0	0	0
Parcel Number T9-16	0	0	0	0	0	0	0
Parcel Number T9-17	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Source: Dowling Associates, Inc. 2009

Transit Trips Generated by Existing Land Uses							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 100	15	1	0	1	1	1	2
Parcel Number 101	42	2	1	3	2	2	4
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	17	1	0	1	1	1	2
Parcel Number 104	54	2	0	2	3	2	5
Parcel Number 105	68	6	1	7	2	4	6
Parcel Number 106	34	4	1	5	1	2	3
Parcel Number 107a	18	2	0	2	0	1	1
Parcel Number 107b	18	2	0	2	0	1	1
Parcel Number 108a	41	5	1	6	1	3	4
Parcel Number 108b	52	6	1	7	1	4	5
Parcel Number 109	0	0	0	0	0	0	0
Parcel Number 110	26	3	0	3	0	4	4
Parcel Number 111	25	1	0	1	2	1	3
Parcel Number 112a	90	11	2	13	2	8	10
Parcel Number 112b	31	1	0	1	1	2	3
Parcel Number 113a	32	4	0	4	1	4	5
Parcel Number 113b	0	0	0	0	0	0	0
Parcel Number 114	46	5	1	6	1	5	6
Parcel Number 115	32	1	1	2	1	2	3
Parcel Number 116	25	3	0	3	0	4	4
Parcel Number 117	71	5	0	5	3	6	9
Parcel Number 201	79	9	2	11	2	7	9
Parcel Number 202	49	6	1	7	1	4	5
Parcel Number 203	12	2	0	2	0	2	2
Parcel Number 204	12	2	0	2	0	2	2
Parcel Number 205	48	7	0	7	0	5	5
Parcel Number 206	24	3	0	3	0	3	3
Parcel Number 207	30	4	0	4	0	4	4
Parcel Number 212	31	1	1	2	1	2	3
Parcel Number 213	89	11	2	13	2	8	10
Parcel Number 214a	0	0	0	0	0	0	0
Parcel Number 214b	13	2	0	2	0	2	2
Parcel Number 216	28	4	0	4	1	3	4
Parcel Number 217	1	0	0	0	0	0	0
Parcel Number 218	12	1	0	1	0	1	1
Parcel Number 219	0	0	0	0	0	0	0
Parcel Number 300	93	11	1	12	2	11	13
Parcel Number 301	165	21	3	24	4	18	22
Parcel Number 302	162	20	3	23	4	17	21
Parcel Number 303	90	11	2	13	2	8	10
Parcel Number 304	57	3	0	3	2	4	6
Parcel Number 305	14	2	0	2	0	2	2
Parcel Number 306	44	5	1	6	1	5	6
Parcel Number 307	89	11	1	12	1	11	12
Parcel Number 308	21	3	0	3	0	3	3
Parcel Number 309	18	2	0	2	0	2	2

Transit Trips Generated by Existing Land Uses							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 310	37	5	0	5	1	4	5
Parcel Number 311	12	2	0	2	0	2	2
Parcel Number 312	0	0	0	0	0	0	0
Parcel Number 313	0	0	0	0	0	0	0
Parcel Number 314	26	3	0	3	0	4	4
Parcel Number 315	0	0	0	0	0	0	0
Parcel Number 316	20	3	0	3	0	2	2
Parcel Number 317	0	0	0	0	0	0	0
Parcel Number 318	0	0	0	0	0	0	0
Parcel Number 319	0	0	0	0	0	0	0
Parcel Number 320	29	4	0	4	0	4	4
Parcel Number 321	31	4	0	4	0	4	4
Parcel Number 322	31	4	0	4	0	4	4
Parcel Number 323	0	0	0	0	0	0	0
Parcel Number 324	0	0	0	0	0	0	0
Parcel Number 400	69	8	1	9	1	9	10
Parcel Number 401	53	6	1	7	1	6	7
Parcel Number 402	37	4	1	5	1	4	5
Parcel Number 403	62	7	1	8	1	8	9
Parcel Number 404	0	0	0	0	0	0	0
Parcel Number 405	14	2	0	2	0	2	2
Parcel Number 406	33	4	0	4	1	4	5
Parcel Number 407a	56	6	1	7	1	7	8
Parcel Number 407b	10	1	0	1	0	1	1
Parcel Number 408	101	11	2	13	2	12	14
Parcel Number 409	47	5	1	6	1	3	4
Parcel Number 410	63	7	1	8	1	8	9
Parcel Number 411a	0	0	0	0	0	0	0
Parcel Number 411b	11	1	0	1	0	2	2
Parcel Number 412	18	2	0	2	0	3	3
Parcel Number 413	18	2	0	2	0	3	3
Parcel Number 414	27	4	0	4	0	4	4
Parcel Number 415	0	0	0	0	0	0	0
Parcel Number 416	0	0	0	0	0	0	0
Parcel Number 417a	27	4	0	4	0	4	4
Parcel Number 417b	17	0	0	0	0	1	1
Parcel Number 418a	46	4	0	4	1	4	5
Parcel Number 418b	14	2	0	2	0	2	2
Parcel Number 419	3	0	0	0	0	0	0
Parcel Number 420	2	0	0	0	0	0	0
Parcel Number 421	14	0	1	1	1	0	1
Parcel Number 422	37	3	1	4	1	4	5
Parcel Number 423	0	0	0	0	0	0	0
Parcel Number 424	8	1	0	1	0	1	1
Parcel Number 501a	30	4	0	4	0	3	3
Parcel Number 501b	18	2	0	2	0	3	3
Parcel Number 502	27	1	0	1	1	1	2
Parcel Number 503	23	3	0	3	0	3	3

Transit Trips Generated by Existing Land Uses							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 504	39	2	0	2	1	3	4
Parcel Number 505a	63	1	0	1	3	3	6
Parcel Number 505b	0	0	0	0	0	0	0
Parcel Number 520a	0	0	0	0	0	0	0
Parcel Number 520b	0	0	0	0	0	0	0
Parcel Number 506	52	2	0	2	2	2	4
Parcel Number 507	53	4	0	4	1	5	6
Parcel Number 508	17	2	0	2	0	2	2
Parcel Number 509	32	4	0	4	0	4	4
Parcel Number 510	29	4	0	4	0	3	3
Parcel Number 511	64	5	0	5	1	6	7
Parcel Number 512	11	1	0	1	0	1	1
Parcel Number 513	40	4	1	5	1	5	6
Parcel Number 514	76	7	1	8	2	7	9
Parcel Number 515	42	6	0	6	0	6	6
Parcel Number 516	0	0	0	0	0	0	0
Parcel Number 517	41	3	0	3	1	3	4
Parcel Number 518	38	4	1	5	2	3	5
Parcel Number 519	0	0	0	0	0	0	0
Parcel Number T9-1a	0	0	0	0	0	0	0
Parcel Number T9-1b	67	8	1	9	1	8	9
Parcel Number T9-1c	0	0	0	0	0	0	0
Parcel Number T9-3	117	13	2	15	2	14	16
Parcel Number T9-4	0	0	0	0	0	0	0
Parcel Number T9-5a	0	0	0	0	0	0	0
Parcel Number T9-5b	0	0	0	0	0	0	0
Parcel Number T9-6	0	0	0	0	0	0	0
Parcel Number T9-7	0	0	0	0	0	0	0
Parcel Number T9-8	38	4	1	5	1	4	5
Parcel Number T9-9	44	5	1	6	1	5	6
Parcel Number T9-10	52	6	1	7	1	6	7
Parcel Number T9-11	0	0	0	0	0	0	0
Parcel Number T9-12	0	0	0	0	0	0	0
Parcel Number T9-13	53	6	1	7	1	4	5
Parcel Number T9-14	40	4	1	5	1	5	6
Parcel Number T9-15	25	3	0	3	0	3	3
Parcel Number T9-16	53	6	1	7	1	6	7
Parcel Number T9-17	0	0	0	0	0	0	0
Total	**4,075**	**429**	**49**	**478**	**84**	**415**	**499**

Source: Dowling Associates, Inc. 2009

River District Specific Plan Traffic Study - Trip Generation
Adjustments to ITE Trip Generation Rates for High Non-Auto Travel

Shares of Total Trips				
Transit Shares	**Work Trips[a]**	**Non-Work Trips[b]**		**Total**
Walk Access				
Downtown	7.4%	1.8%		
Suburban	1.4%	0.3%		
Increase Above Suburban Conditions	6.0%	1.5%		
Drive Access				
Downtown	6.2%	1.2%		
Suburban	0.1%	0.3%		
Increase Above Suburban Conditions	6.1%	0.9%		
Walk, Bike & Other Non-Auto Shares				
Downtown	4.5%	18.8%		
Suburban	2.8%	6.5%		
Increase Above Suburban Conditions	1.7%	12.3%		
Adjustments for Higher Transit Use Downtown				
Office[1]	5.4%	0.1%		5.6%
Retail[2]	0.4%	0.7%		1.1%
Residential[3,c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	1.2%	0.3%	0.1%	1.7%
PM Peak Hour	1.0%	0.3%	0.2%	1.5%
Daily	0.8%	0.3%	0.2%	1.3%
Adjustments for Higher Walk, Bike & Other Non-Auto Travel Downtown				
Office[1]	1.5%	1.2%		2.8%
Retail[2]	0.1%	11.4%		11.6%
Residential[c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	0.7%	5.4%	1.8%	7.9%
PM Peak Hour	0.6%	4.7%	3.4%	8.6%
Daily	0.4%	5.6%	3.6%	9.6%
Transit Trips				
	Work Trips	**Non-Work Trips**		
Office[1]	6.1%	0.2%		6.3%
Retail[2]	0.5%	0.8%		1.3%
Residential[c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	1.5%	0.4%	0.1%	2.1%
PM Peak Hour	1.3%	0.3%	0.2%	1.9%
Daily	0.9%	0.4%	0.3%	1.6%

[1] Assumes 90 percent of office trips are work trips.

[2] Assumes 7 percent of retail trips are work trips. Non-work trips would only include walk trips to transit.

[3] Transit adjustments for residential uses only include walk trips to transit.

Source: *Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey* , DKS, 2001.
Table references from the source are provided as follows:

[a] Table A26

[b] Table A27

[c] The amount of transit use for each trip purpose is based on the following data from Table A33:

Travel Hours	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	**Total**
AM Peak Hour	73,190	78,124	25,868	177,182
PM Peak Hour	60,563	67,068	47,784	175,415
Daily	473,704	861,535	557,764	1,893,003

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 100

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	145 rooms	ITE (310)	925	40	25	65	46	40	86	61%	39%	53%	47%
Subtotal Residential			925	40	25	65	46	40	86				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**925**	**40**	**25**	**65**	**46**	**40**	**86**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-12	-1	0	-1	-1	0	-1				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-12	-1	0	-1	-1	0	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-89	-3	-2	-5	-4	-3	-7				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-89	-3	-2	-5	-4	-3	-7				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				36	23	59	41	37	78				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**824**	**36**	**23**	**59**	**41**	**37**	**78**				
New External Trips Percent of Total Project Trips			89%	90%	92%	91%	89%	93%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			15	1	0	1	1	1	2				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			15	1	0	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 100

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	12	0	0	0	0	0	20	0	0	0	0	0	157	0
Exit	0	0	0	0	11	0	0	0	0	0	13	0	0	0	0	0	136	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	36	0	36	1	0	0	41	0	41	1	0	0	412	0	412	16	0	0
Exit	23	0	23	0	0	0	37	0	37	0	0	0	412	0	412	0	0	0
Total	59	0	59				78	0	78				824	0	824			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	36	36	0	0	41	41	0	0	412	412
Exit	0	0	23	23	0	0	37	37	0	0	412	412
Total	0	0	59	59	0	0	78	78	0	0	824	824
Single-Use Trip Gen.	0	0	59	59	0	0	78	78	0	0	824	824
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 101

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	174 rooms	ITE (310)	1,184	49	32	81	55	48	103	61%	39%	53%	47%
Subtotal Residential			1,184	49	32	81	55	48	103				
Retail	12.4 KSF	ITE (820)	1,748	27	18	45	77	80	157	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,932**	**76**	**50**	**126**	**132**	**128**	**260**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-15	-1	0	-1	-1	-1	-2				
Retail (-1.1%)			-19	0	0	0	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-34	-1	0	-1	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-114	-4	-2	-6	-5	-4	-9				
Retail (-11.6%)			-203	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-317	-7	-4	-11	-14	-13	-27				
Internal Trips Within This Block			-306	-4	-4	-8	-14	-14	-28				
New External Trips													
Residential				42	28	70	41	37	78				
Retail				22	14	36	61	62	123				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,275**	**64**	**42**	**106**	**102**	**99**	**201**				
New External Trips Percent of Total Project Trips			78%	84%	84%	84%	77%	77%	77%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			19	1	1	2	1	1	2				
Retail (1.3%)			23	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			42	2	1	3	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 101

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	23	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	31	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	2	22	2	16	2	67	6	61	6	23	6	763	69	694	69	201	69
Exit	16	2	14	2	14	2	70	8	62	8	15	8	763	84	679	84	174	84
Total	40	4	36				137	14	123				1526	153	1373			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	44	2	42	1	0	0	49	8	41	1	0	0	528	84	444	21	0	0
Exit	30	2	28	0	0	0	43	6	37	0	0	0	528	69	459	0	0	0
Total	74	4	70				92	14	78				1056	153	903			
	100%	5%	95%				100%	15%	85%				100%	14%	86%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	22	42	64	0	61	41	102	0	694	444	1138
Exit	0	14	28	42	0	62	37	99	0	679	459	1138
Total	0	36	70	106	0	123	78	201	0	1373	903	2276
Single-Use Trip Gen.	0	40	74	114	0	137	92	229	0	1526	1056	2582
INTERNAL CAPTURE				**7%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 102

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!				#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 102

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 103

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	69 rooms	ITE (310)	244	16	10	26	22	19	41	61%	39%	53%	47%
Subtotal Residential			244	16	10	26	22	19	41				
Retail	5.3 KSF	ITE (820)	1,008	16	11	27	44	45	89	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,252**	**32**	**21**	**53**	**66**	**64**	**130**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-3	0	0	0	-1	0	-1				
Retail (-1.1%)			-11	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-14	0	0	0	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-23	-1	-1	-2	-2	-2	-4				
Retail (-11.6%)			-117	-2	-1	-3	-5	-5	-10				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-140	-3	-2	-5	-7	-7	-14				
Internal Trips Within This Block			-152	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				14	8	22	14	13	27				
Retail				13	9	22	35	34	69				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**946**	**27**	**17**	**44**	**49**	**47**	**96**				
New External Trips Percent of Total Project Trips			76%	84%	81%	83%	74%	73%	74%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			4	1	0	1	1	0	1				
Retail (1.3%)			13	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			17	1	0	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 103

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	13	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	18	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	14	1	13	1	5	1	39	4	35	4	9	4	440	40	400	40	41	40
Exit	10	1	9	1	5	1	39	5	34	5	6	5	440	36	404	48	36	36
Total	24	2	22				78	9	69				880	76	804			
	100%	8%	92%				100%	12%	88%				100%	9%	91%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	15	1	14	0	0	0	19	5	14	0	0	0	109	36	73	4	0	0
Exit	9	1	8	0	0	0	17	4	13	0	0	0	109	40	69	0	0	0
Total	24	2	22				36	9	27				218	76	142			
	100%	8%	92%				100%	25%	75%				100%	35%	65%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	13	14	27	0	35	14	49	0	400	73	473
Exit	0	9	8	17	0	34	13	47	0	404	69	473
Total	0	22	22	44	0	69	27	96	0	804	142	946
Single-Use Trip Gen.	0	24	24	48	0	78	36	114	0	880	218	1098
INTERNAL CAPTURE				**8%**				**16%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 104

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	126 rooms	ITE (310)	755	33	21	54	39	35	74	61%	39%	53%	47%
Subtotal Residential			755	33	21	54	39	35	74				
Retail	31.8 KSF	ITE (820)	3,228	48	30	78	145	151	296	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,983**	**81**	**51**	**132**	**184**	**186**	**370**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-10	-1	0	-1	-1	0	-1				
Retail (-1.1%)			-36	-1	0	-1	-1	-2	-3				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-46	-2	0	-2	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-72	-2	-2	-4	-3	-3	-6				
Retail (-11.6%)			-374	-5	-4	-9	-17	-17	-34				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-446	-7	-6	-13	-20	-20	-40				
Internal Trips Within This Block			-476	-7	-7	-14	-22	-22	-44				
New External Trips													
Residential				27	15	42	24	21	45				
Retail				39	23	62	116	121	237				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**3,015**	**65**	**38**	**103**	**140**	**142**	**282**				
New External Trips Percent of Total Project Trips			76%	80%	75%	78%	76%	76%	76%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			12	1	0	1	1	0	1				
Retail (1.3%)			42	1	0	1	2	2	4				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			54	2	0	2	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 104

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	42	0
Exit	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	56	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	42	4	38	4	10	4	127	11	116	11	17	11	1409	127	1282	127	128	127
Exit	26	3	23	3	9	3	132	11	121	16	11	11	1409	111	1298	155	111	111
Total	68	7	61				259	22	237				2818	238	2580			
	100%	10%	90%				100%	8%	92%				100%	8%	92%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	30	3	27	1	0	0	35	11	24	1	0	0	337	111	226	13	0	0
Exit	19	4	15	0	0	0	32	11	21	0	0	0	337	127	210	0	0	0
Total	49	7	42				67	22	45				674	238	436			
	100%	14%	86%				100%	33%	67%				100%	35%	65%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	38	27	65	0	116	24	140	0	1282	226	1508
Exit	0	23	15	38	0	121	21	142	0	1298	210	1508
Total	0	61	42	103	0	237	45	282	0	2580	436	3016
Single-Use Trip Gen.	0	68	49	117	0	259	67	326	0	2818	674	3492
INTERNAL CAPTURE				**12%**				**13%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 105

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	15.2 KSF	ITE (820)	2,000	31	20	51	88	92	180	61%	39%	49%	51%
Office	40.8 KSF	ITE (710)	669	80	11	91	10	51	61	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,669**	**111**	**31**	**142**	**98**	**143**	**241**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-22	-1	0	-1	-1	-1	-2				
Office (-5.6%)			-37	-4	-1	-5	-1	-2	-3				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-59	-5	-1	-6	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-232	-4	-2	-6	-10	-11	-21				
Office (-2.8%)			-19	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-251	-7	-2	-9	-10	-13	-23				
Internal Trips Within This Block			-122	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				25	17	42	75	78	153				
Office and Light Industrial				72	9	81	7	45	52				
Total External Trips			**2,237**	**97**	**26**	**123**	**82**	**123**	**205**				
New External Trips Percent of Total Project Trips			84%	87%	84%	87%	84%	86%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			26	1	0	1	1	1	2				
Office (6.3%)			42	5	1	6	1	3	4				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			68	6	1	7	2	4	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 105

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	73	1	72	23	1	1	9	2	7	3	2	2	307	26	281	46	26	26
Exit	10	1	9	2	1	1	47	2	45	11	2	2	307	35	272	68	35	35
Total	83	2	81				56	4	52				614	61	553			
	100%	2%	98%				100%	7%	93%				100%	10%	90%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	26	1	25	2	0	0	77	2	75	7	0	0	873	35	838	79	0	0
Exit	18	1	17	2	0	0	80	2	78	10	0	0	873	26	847	96	0	0
Total	44	2	42				157	4	153				1746	61	1685			
	100%	5%	95%				100%	3%	97%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	72	25	0	97	7	75	0	82	281	838	0	1119
Exit	9	17	0	26	45	78	0	123	272	847	0	1119
Total	81	42	0	123	52	153	0	205	553	1685	0	2238
Single-Use Trip Gen.	83	44	0	127	56	157	0	213	614	1746	0	2360
INTERNAL CAPTURE				3%				4%				5%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 106

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	30.4 KSF	ITE (710)	533	63	9	72	8	37	45	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**533**	**63**	**9**	**72**	**8**	**37**	**45**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-30	-4	0	-4	-1	-2	-3				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-30	-4	0	-4	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-15	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-15	-2	0	-2	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				57	9	66	7	34	41				
Total External Trips			**488**	**57**	**9**	**66**	**7**	**34**	**41**				
New External Trips Percent of Total Project Trips			92%	90%	100%	92%	88%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			34	4	1	5	1	2	3				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			34	4	1	5	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 106

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	57	0	57	18	0	0	7	0	7	2	0	0	244	0	244	37	0	0
Exit	9	0	9	2	0	0	34	0	34	8	0	0	244	0	244	54	0	0
Total	66	0	66				41	0	41				488	0	488			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	57	0	0	57	7	0	0	7	244	0	0	244
Exit	9	0	0	9	34	0	0	34	244	0	0	244
Total	66	0	0	66	41	0	0	41	488	0	0	488
Single-Use Trip Gen.	66	0	0	66	41	0	0	41	488	0	0	488
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 107a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	14.0 KSF	ITE (710)	293	34	5	39	4	17	21	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**293**	**34**	**5**	**39**	**4**	**17**	**21**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-16	-2	0	-2	0	-1	-1				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-16	-2	0	-2	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-8	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				31	5	36	4	15	19				
Total External Trips			**269**	**31**	**5**	**36**	**4**	**15**	**19**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	88%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			18	2	0	2	0	1	1				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			18	2	0	2	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 107a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	31	0	31	10	0	0	4	0	4	1	0	0	135	0	135	20	0	0
Exit	5	0	5	1	0	0	15	0	15	3	0	0	135	0	135	30	0	0
Total	36	0	36				19	0	19				270	0	270			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	31	0	0	31	4	0	0	4	135	0	0	135
Exit	5	0	0	5	15	0	0	15	135	0	0	135
Total	36	0	0	36	19	0	0	19	270	0	0	270
Single-Use Trip Gen.	36	0	0	36	19	0	0	19	270	0	0	270
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 107b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	14.0 KSF	ITE (710)	293	34	5	39	4	17	21	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**293**	**34**	**5**	**39**	**4**	**17**	**21**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-16	-2	0	-2	0	-1	-1				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-16	-2	0	-2	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-8	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				31	5	36	4	15	19				
Total External Trips			**269**	**31**	**5**	**36**	**4**	**15**	**19**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	88%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			18	2	0	2	0	1	1				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			18	2	0	2	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 107b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	31	0	31	10	0	0	4	0	4	1	0	0	135	0	135	20	0	0
Exit	5	0	5	1	0	0	15	0	15	3	0	0	135	0	135	30	0	0
Total	36	0	36				19	0	19				270	0	270			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	31	0	0	31	4	0	0	4	135	0	0	135
Exit	5	0	0	5	15	0	0	15	135	0	0	135
Total	36	0	0	36	19	0	0	19	270	0	0	270
Single-Use Trip Gen.	36	0	0	36	19	0	0	19	270	0	0	270
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 108a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	39.6 KSF	ITE (710)	653	78	11	89	10	49	59	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**653**	**78**	**11**	**89**	**10**	**49**	**59**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-37	-4	-1	-5	-1	-2	-3				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-37	-4	-1	-5	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-18	-2	0	-2	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				72	10	82	9	45	54				
Total External Trips			**598**	**72**	**10**	**82**	**9**	**45**	**54**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	90%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			41	5	1	6	1	3	4				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			41	5	1	6	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 108a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	72	0	72	22	0	0	9	0	9	3	0	0	299	0	299	45	0	0
Exit	10	0	10	2	0	0	45	0	45	10	0	0	299	0	299	66	0	0
Total	82	0	82				54	0	54				598	0	598			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	72	0	0	72	9	0	0	9	299	0	0	299
Exit	10	0	0	10	45	0	0	45	299	0	0	299
Total	82	0	0	82	54	0	0	54	598	0	0	598
Single-Use Trip Gen.	82	0	0	82	54	0	0	54	598	0	0	598
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 108b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	53.6 KSF	ITE (710)	825	100	14	114	14	66	80	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**825**	**100**	**14**	**114**	**14**	**66**	**80**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-46	-5	-1	-6	-1	-3	-4				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-46	-5	-1	-6	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-23	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-23	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				92	13	105	13	61	74				
Total External Trips			**756**	**92**	**13**	**105**	**13**	**61**	**74**				
New External Trips Percent of Total Project Trips			92%	92%	93%	92%	93%	92%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			52	6	1	7	1	4	5				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			52	6	1	7	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 108b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	92	0	92	29	0	0	13	0	13	4	0	0	378	0	378	57	0	0
Exit	13	0	13	3	0	0	61	0	61	14	0	0	378	0	378	83	0	0
Total	105	0	105				74	0	74				756	0	756			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	92	0	0	92	13	0	0	13	378	0	0	378
Exit	13	0	0	13	61	0	0	61	378	0	0	378
Total	105	0	0	105	74	0	0	74	756	0	0	756
Single-Use Trip Gen.	105	0	0	105	74	0	0	74	756	0	0	756
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 109

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 109

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 110

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	58.2 KSF	ITE (110)	406	48	6	54	7	49	56	88%	12%	12%	88%
Total Trips			**406**	**48**	**6**	**54**	**7**	**49**	**56**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-23	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-23	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-11	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				43	6	49	7	44	51				
Total External Trips			**372**	**43**	**6**	**49**	**7**	**44**	**51**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			26	3	0	3	0	4	4				
Total Transit Trips			26	3	0	3	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 110

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	43	0	43	13	0	0	7	0	7	2	0	0	186	0	186	28	0	0
Exit	6	0	6	1	0	0	44	0	44	10	0	0	186	0	186	41	0	0
Total	49	0	49				51	0	51				372	0	372			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	43	0	0	43	7	0	0	7	186	0	0	186
Exit	6	0	0	6	44	0	0	44	186	0	0	186
Total	49	0	0	49	51	0	0	51	372	0	0	372
Single-Use Trip Gen.	49	0	0	49	51	0	0	51	372	0	0	372
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 111

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	93 rooms	ITE (310)	459	23	14	37	29	26	55	61%	39%	53%	47%
Subtotal Residential			459	23	14	37	29	26	55				
Retail	8.9 KSF	ITE (820)	1,405	23	14	37	61	64	125	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,864**	**46**	**28**	**74**	**90**	**90**	**180**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-6	-1	0	-1	-1	0	-1				
Retail (-1.1%)			-15	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-21	-1	0	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-44	-2	-1	-3	-3	-2	-5				
Retail (-11.6%)			-163	-2	-2	-4	-7	-8	-15				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-207	-4	-3	-7	-10	-10	-20				
Internal Trips Within This Block			-246	-3	-3	-6	-12	-12	-24				
New External Trips													
Residential				19	11	30	18	19	37				
Retail				20	11	31	49	48	97				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,390**	**38**	**22**	**60**	**67**	**67**	**134**				
New External Trips Percent of Total Project Trips			75%	83%	79%	81%	74%	74%	74%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			7	1	0	1	1	0	1				
Retail (1.3%)			18	0	0	0	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			25	1	0	1	2	1	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 111

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	18	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	25	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	21	2	19	2	7	2	54	5	49	5	13	5	614	55	559	55	78	55
Exit	12	1	11	1	6	1	55	7	48	7	8	7	614	68	546	68	68	68
Total	33	3	30				109	12	97				1228	123	1105			
	100%	9%	91%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	20	1	19	0	0	0	25	7	18	1	0	0	205	68	137	8	0	0
Exit	13	2	11	0	0	0	24	5	19	0	0	0	205	55	150	0	0	0
Total	33	3	30				49	12	37				410	123	287			
	100%	9%	91%				100%	24%	76%				100%	30%	70%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	19	19	38	0	49	18	67	0	559	137	696
Exit	0	11	11	22	0	48	19	67	0	546	150	696
Total	0	30	30	60	0	97	37	134	0	1105	287	1392
Single-Use Trip Gen.	0	33	33	66	0	109	49	158	0	1228	410	1638
INTERNAL CAPTURE				**9%**				**15%**				**15%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 112a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	108.9 KSF	ITE (710)	1,424	177	24	201	28	134	162	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,424**	**177**	**24**	**201**	**28**	**134**	**162**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-80	-10	-1	-11	-2	-7	-9				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-80	-10	-1	-11	-2	-7	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-40	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-40	-5	-1	-6	-1	-4	-5				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				162	22	184	25	123	148				
Total External Trips			**1,304**	**162**	**22**	**184**	**25**	**123**	**148**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	89%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			90	11	2	13	2	8	10				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			90	11	2	13	2	8	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 112a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	162	0	162	50	0	0	25	0	25	8	0	0	652	0	652	98	0	0
Exit	22	0	22	5	0	0	123	0	123	28	0	0	652	0	652	143	0	0
Total	184	0	184				148	0	148				1304	0	1304			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	13	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	162	0	0	162	25	0	0	25	652	0	0	652
Exit	22	0	0	22	123	0	0	123	652	0	0	652
Total	184	0	0	184	148	0	0	148	1304	0	0	1304
Single-Use Trip Gen.	184	0	0	184	148	0	0	148	1304	0	0	1304
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 112b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	20.0 KSF	ITE (820)	2,389	37	23	60	106	111	217	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,389**	**37**	**23**	**60**	**106**	**111**	**217**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-26	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-26	-1	0	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-277	-4	-3	-7	-12	-13	-25				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-277	-4	-3	-7	-12	-13	-25				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				32	20	52	93	97	190				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,086**	**32**	**20**	**52**	**93**	**97**	**190**				
New External Trips Percent of Total Project Trips			87%	86%	87%	87%	88%	87%	88%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			31	1	0	1	1	2	3				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			31	1	0	1	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 112b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	31	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	42	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	32	0	32	3	0	0	93	0	93	8	0	0	1043	0	1043	94	0	0
Exit	20	0	20	2	0	0	97	0	97	12	0	0	1043	0	1043	115	0	0
Total	52	0	52				190	0	190				2086	0	2086			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	32	0	32	0	93	0	93	0	1043	0	1043
Exit	0	20	0	20	0	97	0	97	0	1043	0	1043
Total	0	52	0	52	0	190	0	190	0	2086	0	2086
Single-Use Trip Gen.	0	52	0	52	0	190	0	190	0	2086	0	2086
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 113a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	73.7 KSF	ITE (110)	514	60	8	68	9	63	72	88%	12%	12%	88%
Total Trips			**514**	**60**	**8**	**68**	**9**	**63**	**72**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-29	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-29	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-14	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				54	8	62	9	57	66				
Total External Trips			**471**	**54**	**8**	**62**	**9**	**57**	**66**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			32	4	0	4	1	4	5				
Total Transit Trips			32	4	0	4	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 113a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	54	0	54	17	0	0	9	0	9	3	0	0	236	0	236	35	0	0
Exit	8	0	8	2	0	0	57	0	57	13	0	0	236	0	236	52	0	0
Total	62	0	62				66	0	66				472	0	472			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	54	0	0	54	9	0	0	9	236	0	0	236
Exit	8	0	0	8	57	0	0	57	236	0	0	236
Total	62	0	0	62	66	0	0	66	472	0	0	472
Single-Use Trip Gen.	62	0	0	62	66	0	0	66	472	0	0	472
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 113b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 113b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 114

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	103.9 KSF	ITE (110)	724	84	12	96	12	89	101	88%	12%	12%	88%
Total Trips			**724**	**84**	**12**	**96**	**12**	**89**	**101**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-41	-4	-1	-5	-1	-5	-6				
Total Transit Adjustments			-41	-4	-1	-5	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-20	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-20	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				77	11	88	11	81	92				
Total External Trips			**663**	**77**	**11**	**88**	**11**	**81**	**92**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			46	5	1	6	1	5	6				
Total Transit Trips			46	5	1	6	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 114

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	77	0	77	24	0	0	11	0	11	3	0	0	332	0	332	50	0	0
Exit	11	0	11	3	0	0	81	0	81	19	0	0	332	0	332	73	0	0
Total	88	0	88				92	0	92				664	0	664			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	77	0	0	77	11	0	0	11	332	0	0	332
Exit	11	0	0	11	81	0	0	81	332	0	0	332
Total	88	0	0	88	92	0	0	92	664	0	0	664
Single-Use Trip Gen.	88	0	0	88	92	0	0	92	664	0	0	664
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 115

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	188 rooms	ITE (310)	1,309	54	35	89	59	52	111	61%	39%	53%	47%
Subtotal Residential			1,309	54	35	89	59	52	111				
Retail	4.1 KSF	ITE (820)	856	15	9	24	37	38	75	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,165**	**69**	**44**	**113**	**96**	**90**	**186**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-17	-1	-1	-2	-1	-1	-2				
Retail (-1.1%)			-9	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-26	-1	-1	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-126	-4	-3	-7	-5	-5	-10				
Retail (-11.6%)			-99	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-225	-6	-4	-10	-9	-10	-19				
Internal Trips Within This Block			-150	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				48	30	78	49	43	92				
Retail				12	7	19	30	28	58				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,764**	**60**	**37**	**97**	**79**	**71**	**150**				
New External Trips Percent of Total Project Trips			81%	87%	84%	86%	82%	79%	81%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			21	1	1	2	1	1	2				
Retail (1.3%)			11	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			32	1	1	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 115

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	13	1	12	1	16	1	33	3	30	3	24	3	374	34	340	34	222	34
Exit	8	1	7	1	15	1	32	4	28	4	16	4	374	41	333	41	192	41
Total	21	2	19				65	7	58				748	75	673			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	49	1	48	1	0	0	53	4	49	1	0	0	583	41	542	23	0	0
Exit	31	1	30	0	0	0	46	3	43	0	0	0	583	34	549	0	0	0
Total	80	2	78				99	7	92				1166	75	1091			
	100%	3%	98%				100%	7%	93%				100%	6%	94%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	12	48	60	0	30	49	79	0	340	542	882
Exit	0	7	30	37	0	28	43	71	0	333	549	882
Total	0	19	78	97	0	58	92	150	0	673	1091	1764
Single-Use Trip Gen.	0	21	80	101	0	65	99	164	0	748	1166	1914
INTERNAL CAPTURE				**4%**				**9%**				**8%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 116

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	57.6 KSF	ITE (110)	401	47	6	53	7	49	56	88%	12%	12%	88%
Total Trips			**401**	**47**	**6**	**53**	**7**	**49**	**56**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-22	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-22	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-11	-1	0	-1	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				43	6	49	7	44	51				
Total External Trips			**368**	**43**	**6**	**49**	**7**	**44**	**51**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			25	3	0	3	0	4	4				
Total Transit Trips			25	3	0	3	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 116

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	43	0	43	13	0	0	7	0	7	2	0	0	184	0	184	28	0	0
Exit	6	0	6	1	0	0	44	0	44	10	0	0	184	0	184	40	0	0
Total	49	0	49				51	0	51				368	0	368			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	43	0	0	43	7	0	0	7	184	0	0	184
Exit	6	0	0	6	44	0	0	44	184	0	0	184
Total	49	0	0	49	51	0	0	51	368	0	0	368
Single-Use Trip Gen.	49	0	0	49	51	0	0	51	368	0	0	368
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 117

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	29.0 KSF	ITE (820)	3,034	45	29	74	136	141	277	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	73.7 KSF	ITE (110)	514	60	8	68	9	63	72	88%	12%	12%	88%
Total Trips			**3,548**	**105**	**37**	**142**	**145**	**204**	**349**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-33	-1	0	-1	-1	-2	-3				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-29	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-62	-5	0	-5	-1	-6	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-352	-5	-4	-9	-16	-16	-32				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-366	-7	-4	-11	-16	-18	-34				
Internal Trips Within This Block			-174	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				38	24	62	117	120	237				
Office and Light Industrial				53	7	60	6	55	61				
Total External Trips			**2,946**	**91**	**31**	**122**	**123**	**175**	**298**				
New External Trips Percent of Total Project Trips			83%	87%	84%	86%	85%	86%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			39	1	0	1	2	2	4				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			32	4	0	4	1	4	5				
Total Transit Trips			71	5	0	5	3	6	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 117

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	54	1	53	17	1	1	9	3	6	3	4	3	236	35	201	35	40	35
Exit	8	1	7	2	1	1	57	2	55	13	2	2	236	52	184	52	53	52
Total	62	2	60				66	5	61				472	87	385			
	100%	3%	97%				100%	8%	92%				100%	18%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	39	1	38	4	0	0	119	2	117	11	0	0	1325	52	1273	119	0	0
Exit	25	1	24	3	0	0	123	3	120	15	0	0	1325	35	1290	146	0	0
Total	64	2	62				242	5	237				2650	87	2563			
	100%	3%	97%				100%	2%	98%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	53	38	0	91	6	117	0	123	201	1273	0	1474
Exit	7	24	0	31	55	120	0	175	184	1290	0	1474
Total	60	62	0	122	61	237	0	298	385	2563	0	2948
Single-Use Trip Gen.	62	64	0	126	66	242	0	308	472	2650	0	3122
INTERNAL CAPTURE				**3%**				**3%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 201

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	31.2 KSF	ITE (710)	544	65	9	74	8	38	46	88%	12%	17%	83%
Light Industrial	103.6 KSF	ITE (110)	722	84	11	95	12	88	100	88%	12%	12%	88%
Total Trips			**1,266**	**149**	**20**	**169**	**20**	**126**	**146**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-30	-4	0	-4	-1	-2	-3				
Light Industrial (-5.6%)			-40	-4	-1	-5	-1	-5	-6				
Total Transit Adjustments			-70	-8	-1	-9	-2	-7	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-15	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			-20	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-35	-5	0	-5	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				136	19	155	18	115	133				
Total External Trips			**1,161**	**136**	**19**	**155**	**18**	**115**	**133**				
New External Trips Percent of Total Project Trips			92%	91%	95%	92%	90%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			34	4	1	5	1	2	3				
Light Industrial (6.3%)			45	5	1	6	1	5	6				
Total Transit Trips			79	9	2	11	2	7	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 201

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	136	0	136	42	0	0	18	0	18	6	0	0	581	0	581	87	0	0
Exit	19	0	19	4	0	0	115	0	115	26	0	0	581	0	581	128	0	0
Total	155	0	155				133	0	133				1162	0	1162			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	136	0	0	136	18	0	0	18	581	0	0	581
Exit	19	0	0	19	115	0	0	115	581	0	0	581
Total	155	0	0	155	133	0	0	133	1162	0	0	1162
Single-Use Trip Gen.	155	0	0	155	133	0	0	133	1162	0	0	1162
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 202

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	49.5 KSF	ITE (710)	776	94	13	107	13	61	74	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**776**	**94**	**13**	**107**	**13**	**61**	**74**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-43	-5	-1	-6	-1	-3	-4				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-43	-5	-1	-6	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-22	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-22	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				86	12	98	12	56	68				
Total External Trips			**711**	**86**	**12**	**98**	**12**	**56**	**68**				
New External Trips Percent of Total Project Trips			92%	91%	92%	92%	92%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			49	6	1	7	1	4	5				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			49	6	1	7	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 202

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	86	0	86	27	0	0	12	0	12	4	0	0	356	0	356	53	0	0
Exit	12	0	12	3	0	0	56	0	56	13	0	0	356	0	356	78	0	0
Total	98	0	98				68	0	68				712	0	712			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	86	0	0	86	12	0	0	12	356	0	0	356
Exit	12	0	0	12	56	0	0	56	356	0	0	356
Total	98	0	0	98	68	0	0	68	712	0	0	712
Single-Use Trip Gen.	98	0	0	98	68	0	0	68	712	0	0	712
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 203

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	28.2 KSF	ITE (110)	196	23	3	26	3	24	27	88%	12%	12%	88%
Total Trips			**196**	**23**	**3**	**26**	**3**	**24**	**27**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-11	-1	0	-1	0	-2	-2				
Total Transit Adjustments			-11	-1	0	-1	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				21	3	24	3	21	24				
Total External Trips			**180**	**21**	**3**	**24**	**3**	**21**	**24**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	88%	89%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			12	2	0	2	0	2	2				
Total Transit Trips			12	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 203

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	21	0	21	7	0	0	3	0	3	1	0	0	90	0	90	14	0	0
Exit	3	0	3	1	0	0	21	0	21	5	0	0	90	0	90	20	0	0
Total	24	0	24				24	0	24				180	0	180			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	21	0	0	21	3	0	0	3	90	0	0	90
Exit	3	0	0	3	21	0	0	21	90	0	0	90
Total	24	0	0	24	24	0	0	24	180	0	0	180
Single-Use Trip Gen.	24	0	0	24	24	0	0	24	180	0	0	180
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 204

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	28.2 KSF	ITE (110)	196	23	3	26	3	24	27	88%	12%	12%	88%
Total Trips			**196**	**23**	**3**	**26**	**3**	**24**	**27**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-11	-1	0	-1	0	-2	-2				
Total Transit Adjustments			-11	-1	0	-1	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				21	3	24	3	21	24				
Total External Trips			**180**	**21**	**3**	**24**	**3**	**21**	**24**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	88%	89%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			12	2	0	2	0	2	2				
Total Transit Trips			12	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 204

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	21	0	21	7	0	0	3	0	3	1	0	0	90	0	90	14	0	0
Exit	3	0	3	1	0	0	21	0	21	5	0	0	90	0	90	20	0	0
Total	24	0	24				24	0	24				180	0	180			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	21	0	0	21	3	0	0	3	90	0	0	90
Exit	3	0	0	3	21	0	0	21	90	0	0	90
Total	24	0	0	24	24	0	0	24	180	0	0	180
Single-Use Trip Gen.	24	0	0	24	24	0	0	24	180	0	0	180
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 205

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	23.6 KSF	ITE (710)	439	52	7	59	6	29	35	88%	12%	17%	83%
Light Industrial	44.6 KSF	ITE (110)	311	36	5	41	5	38	43	88%	12%	12%	88%
Total Trips			**750**	**88**	**12**	**100**	**11**	**67**	**78**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-25	-3	0	-3	0	-2	-2				
Light Industrial (-5.6%)			-17	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-42	-5	0	-5	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-12	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			-9	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-21	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				80	12	92	11	61	72				
Total External Trips			**687**	**80**	**12**	**92**	**11**	**61**	**72**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			28	4	0	4	0	2	2				
Light Industrial (6.3%)			20	3	0	3	0	3	3				
Total Transit Trips			48	7	0	7	0	5	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 205

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	80	0	80	25	0	0	11	0	11	3	0	0	344	0	344	52	0	0
Exit	12	0	12	3	0	0	61	0	61	14	0	0	344	0	344	76	0	0
Total	92	0	92				72	0	72				688	0	688			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	80	0	0	80	11	0	0	11	344	0	0	344
Exit	12	0	0	12	61	0	0	61	344	0	0	344
Total	92	0	0	92	72	0	0	72	688	0	0	688
Single-Use Trip Gen.	92	0	0	92	72	0	0	72	688	0	0	688
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 206

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	53.7 KSF	ITE (110)	374	43	6	49	6	46	52	88%	12%	12%	88%
Total Trips			**374**	**43**	**6**	**49**	**6**	**46**	**52**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-21	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-21	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-10	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				39	6	45	6	42	48				
Total External Trips			**343**	**39**	**6**	**45**	**6**	**42**	**48**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			24	3	0	3	0	3	3				
Total Transit Trips			24	3	0	3	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 206

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	39	0	39	12	0	0	6	0	6	2	0	0	172	0	172	26	0	0
Exit	6	0	6	1	0	0	42	0	42	10	0	0	172	0	172	38	0	0
Total	45	0	45				48	0	48				344	0	344			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	39	0	0	39	6	0	0	6	172	0	0	172
Exit	6	0	0	6	42	0	0	42	172	0	0	172
Total	45	0	0	45	48	0	0	48	344	0	0	344
Single-Use Trip Gen.	45	0	0	45	48	0	0	48	344	0	0	344
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 207

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	69.3 KSF	ITE (110)	483	56	8	64	8	59	67	88%	12%	12%	88%
Total Trips			**483**	**56**	**8**	**64**	**8**	**59**	**67**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-27	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-27	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-14	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				50	8	58	8	53	61				
Total External Trips			**442**	**50**	**8**	**58**	**8**	**53**	**61**				
New External Trips Percent of Total Project Trips			92%	89%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			30	4	0	4	0	4	4				
Total Transit Trips			30	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 207

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	50	0	50	16	0	0	8	0	8	2	0	0	221	0	221	33	0	0
Exit	8	0	8	2	0	0	53	0	53	12	0	0	221	0	221	49	0	0
Total	58	0	58				61	0	61				442	0	442			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	50	0	0	50	8	0	0	8	221	0	0	221
Exit	8	0	0	8	53	0	0	53	221	0	0	221
Total	58	0	0	58	61	0	0	61	442	0	0	442
Single-Use Trip Gen.	58	0	0	58	61	0	0	61	442	0	0	442
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 212

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	169 rooms	ITE (310)	1,139	48	30	78	53	47	100	61%	39%	53%	47%
Subtotal Residential			1,139	48	30	78	53	47	100				
Retail	5.6 KSF	ITE (820)	1,037	17	11	28	45	47	92	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,176**	**65**	**41**	**106**	**98**	**94**	**192**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-15	-1	0	-1	-1	-1	-2				
Retail (-1.1%)			-11	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-26	-1	0	-1	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-109	-4	-2	-6	-5	-4	-9				
Retail (-11.6%)			-120	-2	-1	-3	-5	-6	-11				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-229	-6	-3	-9	-10	-10	-20				
Internal Trips Within This Block			-182	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				42	27	69	42	38	80				
Retail				14	9	23	36	35	71				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,739**	**56**	**36**	**92**	**78**	**73**	**151**				
New External Trips Percent of Total Project Trips			80%	86%	88%	87%	80%	78%	79%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			18	1	1	2	1	1	2				
Retail (1.3%)			13	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			31	1	1	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 212

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	18	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	15	1	14	1	15	1	40	4	36	4	22	4	453	41	412	41	193	41
Exit	10	1	9	1	13	1	40	5	35	5	15	5	453	50	403	50	168	50
Total	25	2	23				80	9	71				906	91	815			
	100%	8%	92%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	43	1	42	1	0	0	47	5	42	1	0	0	508	50	458	20	0	0
Exit	28	1	27	0	0	0	42	4	38	0	0	0	508	41	467	0	0	0
Total	71	2	69				89	9	80				1016	91	925			
	100%	3%	97%				100%	10%	90%				100%	9%	91%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	14	42	56	0	36	42	78	0	412	458	870
Exit	0	9	27	36	0	35	38	73	0	403	467	870
Total	0	23	69	92	0	71	80	151	0	815	925	1740
Single-Use Trip Gen.	0	25	71	96	0	80	89	169	0	906	1016	1922
INTERNAL CAPTURE				**4%**				**11%**				**9%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 213

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	108.0 KSF	ITE (710)	1,415	175	24	199	27	134	161	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,415**	**175**	**24**	**199**	**27**	**134**	**161**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-79	-10	-1	-11	-2	-7	-9				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-79	-10	-1	-11	-2	-7	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-40	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-40	-5	-1	-6	-1	-4	-5				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				160	22	182	24	123	147				
Total External Trips			**1,296**	**160**	**22**	**182**	**24**	**123**	**147**				
New External Trips Percent of Total Project Trips			92%	91%	92%	91%	89%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			89	11	2	13	2	8	10				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			89	11	2	13	2	8	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 213

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	160	0	160	50	0	0	24	0	24	7	0	0	648	0	648	97	0	0
Exit	22	0	22	5	0	0	123	0	123	28	0	0	648	0	648	143	0	0
Total	182	0	182				147	0	147				1296	0	1296			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	13	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	160	0	0	160	24	0	0	24	648	0	0	648
Exit	22	0	0	22	123	0	0	123	648	0	0	648
Total	182	0	0	182	147	0	0	147	1296	0	0	1296
Single-Use Trip Gen.	182	0	0	182	147	0	0	147	1296	0	0	1296
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 214a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 214a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 214b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	29.8 KSF	ITE (110)	208	24	3	27	3	26	29	88%	12%	12%	88%
Total Trips			**208**	**24**	**3**	**27**	**3**	**26**	**29**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-12	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-12	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-6	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				21	3	24	3	23	26				
Total External Trips			**190**	**21**	**3**	**24**	**3**	**23**	**26**				
New External Trips Percent of Total Project Trips			91%	88%	100%	89%	100%	88%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			13	2	0	2	0	2	2				
Total Transit Trips			13	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 214b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	21	0	21	7	0	0	3	0	3	1	0	0	95	0	95	14	0	0
Exit	3	0	3	1	0	0	23	0	23	5	0	0	95	0	95	21	0	0
Total	24	0	24				26	0	26				190	0	190			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	21	0	0	21	3	0	0	3	95	0	0	95
Exit	3	0	0	3	23	0	0	23	95	0	0	95
Total	24	0	0	24	26	0	0	26	190	0	0	190
Single-Use Trip Gen.	24	0	0	24	26	0	0	26	190	0	0	190
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 216

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	8 Units	ITE (230)	71	1	6	7	5	3	8	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	42 rooms	ITE (310)	3	9	5	14	13	12	25	61%	39%	53%	47%
Subtotal Residential			74	10	11	21	18	15	33				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office & Union Gospel (8,044 sf)	21.1 KSF	ITE (710)	345	40	5	45	6	29	35	88%	12%	17%	83%
Light Industrial	12.2 KSF	ITE (110)	85	10	1	11	1	11	12	88%	12%	12%	88%
Total Trips			**504**	**60**	**17**	**77**	**25**	**55**	**80**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office & Union Gospel (8,044 sf) (-5.6%)			-19	-3	0	-3	0	-2	-2				
Light Industrial (-5.6%)			-5	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-25	-4	0	-4	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-7	-1	-1	-2	-2	-1	-3				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office & Union Gospel (8,044 sf) (-2.8%)			-10	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			-2	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-19	-2	-1	-3	-2	-2	-4				
Internal Trips Within This Block			-2	0	0	0	0	0	0				
New External Trips													
Residential				9	10	19	16	14	30				
Retail				0	0	0	0	0	0				
Office & Union Gospel (8,044 sf) and Light Industrial				45	6	51	7	36	43				
Total External Trips			**458**	**54**	**16**	**70**	**23**	**50**	**73**				
New External Trips Percent of Total Project Trips			91%	90%	94%	91%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			1	0	0	0	1	0	1				
Retail (1.3%)			0	0	0	0	0	0	0				
Office & Union Gospel (8,044 sf) (6.3%)			22	3	0	3	0	2	2				
Light Industrial (6.3%)			5	1	0	1	0	1	1				
Total Transit Trips			28	4	0	4	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 216

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
Office & Union Gospel (8,044				To-From Retail			Office & Union Gospel (8,044 sf)			To-From Retail			Office & Union Gospel (8,044			To-From Retail		
Enter	45	0	45	14	0	0	7	0	7	2	0	0	197	0	197	30	0	0
Exit	6	0	6	1	0	0	36	0	36	8	0	0	197	1	196	43	0	0
Total	51	0	51				43	0	43				394	1	393			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	5	0	0	0	0	0	7	0	0	0	0	0	13	0
Exit	0	0	0	0	3	0	0	0	0	0	5	0	0	0	0	0	11	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office & Union Gospel			Residential Trips			To-From Office & Union Gospe			Residential Trips			To-From Office & Union Gospel (8,04		
Enter	9	0	9	0	0	0	16	0	16	0	1	0	33	1	32	1	4	1
Exit	10	0	10	0	0	0	14	0	14	0	0	0	33	0	33	0	0	0
Total	19	0	19				30	0	30				66	1	65			
	100%	0%	100%				100%	0%	100%				100%	2%	98%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*		*Office &*	*Ret.*	*Res.*	*Total*		*Office &*	*Ret.*	*Res.*	*Total*
Enter	45	0	9	54		7	0	16	23		197	0	32	229
Exit	6	0	10	16		36	0	14	50		196	0	33	229
Total	51	0	19	70		43	0	30	73		393	0	65	458
Single-Use Trip Gen.	51	0	19	70		43	0	30	73		394	0	66	460
INTERNAL CAPTURE				**0%**					**0%**					**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

4 sf)

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 217

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	2.0 KSF	ITE (110)	14	2	0	2	0	2	2	88%	12%	12%	88%
Total Trips			**14**	**2**	**0**	**2**	**0**	**2**	**2**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-1	0	0	0	0	0	0				
Total Transit Adjustments			-1	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	#####	#####	#####	0	####				
Retail				0	#####	#####	#####	0	####				
Office and Light Industrial				2	#####	#####	#####	2	####				
Total External Trips			**13**	**2**	**0**	**2**	**0**	**2**	**2**				
New External Trips Percent of Total Project Trips			93%	100%	#####	100%	#####	100%	100%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			1	0	0	0	0	0	0				
Total Transit Trips			1	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 217

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	2	0	2	1	0	0	0	0	0	0	0	0	7	0	7	1	0	0
Exit	0	0	0	0	0	0	2	0	2	0	0	0	7	0	7	2	0	0
Total	2	0	2				2	0	2				14	0	14			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	2	0	0	2	0	0	0	0	7	0	0	7
Exit	0	0	0	0	2	0	0	2	7	0	0	7
Total	2	0	0	2	2	0	0	2	14	0	0	14
Single-Use Trip Gen.	2	0	0	2	2	0	0	2	14	0	0	14
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 218

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	6.9 KSF	ITE (710)	171	19	3	22	2	8	10	88%	12%	17%	83%
Light Industrial	3.2 KSF	ITE (110)	22	3	0	3	0	3	3	88%	12%	12%	88%
Total Trips			**193**	**22**	**3**	**25**	**2**	**11**	**13**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-10	-1	0	-1	0	-1	-1				
Light Industrial (-5.6%)			-1	0	0	0	0	0	0				
Total Transit Adjustments			-11	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-5	-1	0	-1	0	0	0				
Light Industrial (-2.8%)			-1	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-6	-1	0	-1	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				20	3	23	2	10	12				
Total External Trips			**176**	**20**	**3**	**23**	**2**	**10**	**12**				
New External Trips Percent of Total Project Trips			91%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			11	1	0	1	0	1	1				
Light Industrial (6.3%)			1	0	0	0	0	0	0				
Total Transit Trips			12	1	0	1	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 218

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	20	0	20	6	0	0	2	0	2	1	0	0	88	0	88	13	0	0
Exit	3	0	3	1	0	0	10	0	10	2	0	0	88	0	88	19	0	0
Total	23	0	23				12	0	12				176	0	176			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	20	0	0	20	2	0	0	2	88	0	0	88
Exit	3	0	0	3	10	0	0	10	88	0	0	88
Total	23	0	0	23	12	0	0	12	176	0	0	176
Single-Use Trip Gen.	23	0	0	23	12	0	0	12	176	0	0	176
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 219

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	3 Units	ITE (230)	30	1	2	3	2	1	3	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			30	1	2	3	2	1	3				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**30**	**1**	**2**	**3**	**2**	**1**	**3**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-3	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-3	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				1	2	3	2	1	3				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**27**	**1**	**2**	**3**	**2**	**1**	**3**				
New External Trips Percent of Total Project Trips			90%	100%	100%	100%	100%	100%	100%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 219

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	2	0	2	0	0	0	14	0	14	1	0	0
Exit	2	0	2	0	0	0	1	0	1	0	0	0	14	0	14	0	0	0
Total	3	0	3				3	0	3				28	0	28			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	1	1	0	0	2	2	0	0	14	14
Exit	0	0	2	2	0	0	1	1	0	0	14	14
Total	0	0	3	3	0	0	3	3	0	0	28	28
Single-Use Trip Gen.	0	0	3	3	0	0	3	3	0	0	28	28
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 300

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	212.3 KSF	ITE (110)	1,484	172	23	195	25	181	206	88%	12%	12%	88%
Total Trips			**1,484**	**172**	**23**	**195**	**25**	**181**	**206**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-83	-10	-1	-11	-1	-11	-12				
Total Transit Adjustments			-83	-10	-1	-11	-1	-11	-12				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-42	-4	-1	-5	-1	-5	-6				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-42	-4	-1	-5	-1	-5	-6				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				158	21	179	23	165	188				
Total External Trips			**1,359**	**158**	**21**	**179**	**23**	**165**	**188**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			93	11	1	12	2	11	13				
Total Transit Trips			93	11	1	12	2	11	13				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 300

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	158	0	158	49	0	0	23	0	23	7	0	0	680	0	680	102	0	0
Exit	21	0	21	5	0	0	165	0	165	38	0	0	680	0	680	150	0	0
Total	179	0	179				188	0	188				1360	0	1360			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	14	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	158	0	0	158	23	0	0	23	680	0	0	680
Exit	21	0	0	21	165	0	0	165	680	0	0	680
Total	179	0	0	179	188	0	0	188	1360	0	0	1360
Single-Use Trip Gen.	179	0	0	179	188	0	0	188	1360	0	0	1360
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 301

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	240.4 KSF	ITE (710)	2,621	333	45	378	59	289	348	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,621**	**333**	**45**	**378**	**59**	**289**	**348**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-147	-18	-3	-21	-3	-16	-19				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-147	-18	-3	-21	-3	-16	-19				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-73	-10	-1	-11	-2	-8	-10				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-73	-10	-1	-11	-2	-8	-10				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				305	41	346	54	265	319				
Total External Trips			**2,401**	**305**	**41**	**346**	**54**	**265**	**319**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	92%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			165	21	3	24	4	18	22				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			165	21	3	24	4	18	22				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 301

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	305	0	305	95	0	0	54	0	54	17	0	0	1201	0	1201	180	0	0
Exit	41	0	41	9	0	0	265	0	265	61	0	0	1201	0	1201	264	0	0
Total	346	0	346				319	0	319				2402	0	2402			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	24	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	305	0	0	305	54	0	0	54	1201	0	0	1201
Exit	41	0	0	41	265	0	0	265	1201	0	0	1201
Total	346	0	0	346	319	0	0	319	2402	0	0	2402
Single-Use Trip Gen.	346	0	0	346	319	0	0	319	2402	0	0	2402
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 302

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	234.3 KSF	ITE (710)	2,569	326	45	371	58	283	341	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,569**	**326**	**45**	**371**	**58**	**283**	**341**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-144	-18	-3	-21	-3	-16	-19				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-144	-18	-3	-21	-3	-16	-19				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-72	-9	-1	-10	-2	-8	-10				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-72	-9	-1	-10	-2	-8	-10				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				299	41	340	53	259	312				
Total External Trips			**2,353**	**299**	**41**	**340**	**53**	**259**	**312**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	91%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			162	20	3	23	4	17	21				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			162	20	3	23	4	17	21				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 302

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	299	0	299	93	0	0	53	0	53	16	0	0	1177	0	1177	177	0	0
Exit	41	0	41	9	0	0	259	0	259	60	0	0	1177	0	1177	259	0	0
Total	340	0	340				312	0	312				2354	0	2354			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	24	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	299	0	0	299	53	0	0	53	1177	0	0	1177
Exit	41	0	0	41	259	0	0	259	1177	0	0	1177
Total	340	0	0	340	312	0	0	312	2354	0	0	2354
Single-Use Trip Gen.	340	0	0	340	312	0	0	312	2354	0	0	2354
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 303

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	109.2 KSF	ITE (710)	1,428	177	24	201	28	135	163	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,428**	**177**	**24**	**201**	**28**	**135**	**163**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-80	-10	-1	-11	-2	-7	-9				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-80	-10	-1	-11	-2	-7	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-40	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-40	-5	-1	-6	-1	-4	-5				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				162	22	184	25	124	149				
Total External Trips			**1,308**	**162**	**22**	**184**	**25**	**124**	**149**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	89%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			90	11	2	13	2	8	10				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			90	11	2	13	2	8	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 303

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	162	0	162	50	0	0	25	0	25	8	0	0	654	0	654	98	0	0
Exit	22	0	22	5	0	0	124	0	124	29	0	0	654	0	654	144	0	0
Total	184	0	184				149	0	149				1308	0	1308			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	13	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	162	0	0	162	25	0	0	25	654	0	0	654
Exit	22	0	0	22	124	0	0	124	654	0	0	654
Total	184	0	0	184	149	0	0	149	1308	0	0	1308
Single-Use Trip Gen.	184	0	0	184	149	0	0	149	1308	0	0	1308
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 304

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	35.8 KSF	ITE (820)	3,482	51	33	84	157	163	320	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	26.4 KSF	ITE (110)	184	21	3	24	3	23	26	88%	12%	12%	88%
Total Trips			**3,666**	**72**	**36**	**108**	**160**	**186**	**346**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-38	-1	0	-1	-2	-2	-4				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-10	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-48	-2	0	-2	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-404	-6	-4	-10	-18	-19	-37				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-409	-7	-4	-11	-18	-20	-38				
Internal Trips Within This Block			-64	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				43	28	71	134	141	275				
Office and Light Industrial				18	2	20	2	18	20				
Total External Trips			**3,145**	**61**	**30**	**91**	**136**	**159**	**295**				
New External Trips Percent of Total Project Trips			86%	85%	83%	84%	85%	85%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			45	1	0	1	2	2	4				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			12	2	0	2	0	2	2				
Total Transit Trips			57	3	0	3	2	4	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 304

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	19	1	18	6	1	1	3	1	2	1	4	1	85	13	72	13	46	13
Exit	3	1	2	1	1	1	21	3	18	5	3	3	85	19	66	19	61	19
Total	22	2	20				24	4	20				170	32	138			
	100%	9%	91%				100%	17%	83%				100%	19%	81%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	44	1	43	4	0	0	137	3	134	12	0	0	1520	19	1501	137	0	0
Exit	29	1	28	3	0	0	142	1	141	17	0	0	1520	13	1507	167	0	0
Total	73	2	71				279	4	275				3040	32	3008			
	100%	3%	97%				100%	1%	99%				100%	1%	99%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	18	43	0	61	2	134	0	136	72	1501	0	1573
Exit	2	28	0	30	18	141	0	159	66	1507	0	1573
Total	20	71	0	91	20	275	0	295	138	3008	0	3146
Single-Use Trip Gen.	22	73	0	95	24	279	0	303	170	3040	0	3210
INTERNAL CAPTURE				4%				3%				2%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 305

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	31.0 KSF	ITE (110)	216	26	3	29	4	26	30	88%	12%	12%	88%
Total Trips			**216**	**26**	**3**	**29**	**4**	**26**	**30**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-12	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-12	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-6	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				23	3	26	4	23	27				
Total External Trips			**198**	**23**	**3**	**26**	**4**	**23**	**27**				
New External Trips Percent of Total Project Trips			92%	88%	100%	90%	100%	88%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			14	2	0	2	0	2	2				
Total Transit Trips			14	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 305

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	23	0	23	7	0	0	4	0	4	1	0	0	99	0	99	15	0	0
Exit	3	0	3	1	0	0	23	0	23	5	0	0	99	0	99	22	0	0
Total	26	0	26				27	0	27				198	0	198			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	23	0	0	23	4	0	0	4	99	0	0	99
Exit	3	0	0	3	23	0	0	23	99	0	0	99
Total	26	0	0	26	27	0	0	27	198	0	0	198
Single-Use Trip Gen.	26	0	0	26	27	0	0	27	198	0	0	198
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 306

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	100.4 KSF	ITE (110)	700	81	11	92	12	85	97	88%	12%	12%	88%
Total Trips			**700**	**81**	**11**	**92**	**12**	**85**	**97**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-39	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-39	-4	-1	-5	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-20	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-20	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				74	10	84	11	78	89				
Total External Trips			**641**	**74**	**10**	**84**	**11**	**78**	**89**				
New External Trips Percent of Total Project Trips			92%	91%	91%	91%	92%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			44	5	1	6	1	5	6				
Total Transit Trips			44	5	1	6	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 306

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	74	0	74	23	0	0	11	0	11	3	0	0	321	0	321	48	0	0
Exit	10	0	10	2	0	0	78	0	78	18	0	0	321	0	321	71	0	0
Total	84	0	84				89	0	89				642	0	642			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	74	0	0	74	11	0	0	11	321	0	0	321
Exit	10	0	0	10	78	0	0	78	321	0	0	321
Total	84	0	0	84	89	0	0	89	642	0	0	642
Single-Use Trip Gen.	84	0	0	84	89	0	0	89	642	0	0	642
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 307

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	203.5 KSF	ITE (110)	1,418	165	22	187	24	173	197	88%	12%	12%	88%
Total Trips			**1,418**	**165**	**22**	**187**	**24**	**173**	**197**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-79	-9	-1	-10	-1	-10	-11				
Total Transit Adjustments			-79	-9	-1	-10	-1	-10	-11				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-40	-4	-1	-5	-1	-5	-6				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-40	-4	-1	-5	-1	-5	-6				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				152	20	172	22	158	180				
Total External Trips			**1,299**	**152**	**20**	**172**	**22**	**158**	**180**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			89	11	1	12	1	11	12				
Total Transit Trips			89	11	1	12	1	11	12				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 307

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	152	0	152	47	0	0	22	0	22	7	0	0	650	0	650	98	0	0
Exit	20	0	20	5	0	0	158	0	158	36	0	0	650	0	650	143	0	0
Total	172	0	172				180	0	180				1300	0	1300			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	13	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	152	0	0	152	22	0	0	22	650	0	0	650
Exit	20	0	0	20	158	0	0	158	650	0	0	650
Total	172	0	0	172	180	0	0	180	1300	0	0	1300
Single-Use Trip Gen.	172	0	0	172	180	0	0	180	1300	0	0	1300
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 308

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	47.3 KSF	ITE (110)	330	39	5	44	6	40	46	88%	12%	12%	88%
Total Trips			**330**	**39**	**5**	**44**	**6**	**40**	**46**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-18	-2	0	-2	0	-3	-3				
Total Transit Adjustments			-18	-2	0	-2	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-9	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-9	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				36	5	41	6	36	42				
Total External Trips			**303**	**36**	**5**	**41**	**6**	**36**	**42**				
New External Trips Percent of Total Project Trips			92%	92%	100%	93%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			21	3	0	3	0	3	3				
Total Transit Trips			21	3	0	3	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 308

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	36	0	36	11	0	0	6	0	6	2	0	0	152	0	152	23	0	0
Exit	5	0	5	1	0	0	36	0	36	8	0	0	152	0	152	33	0	0
Total	41	0	41				42	0	42				304	0	304			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	36	0	0	36	6	0	0	6	152	0	0	152
Exit	5	0	0	5	36	0	0	36	152	0	0	152
Total	41	0	0	41	42	0	0	42	304	0	0	304
Single-Use Trip Gen.	41	0	0	41	42	0	0	42	304	0	0	304
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 309

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	40.7 KSF	ITE (110)	284	33	4	37	5	34	39	88%	12%	12%	88%
Total Trips			**284**	**33**	**4**	**37**	**5**	**34**	**39**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	4	34	5	31	36				
Total External Trips			**260**	**30**	**4**	**34**	**5**	**31**	**36**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	2	2				
Total Transit Trips			18	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 309

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	130	0	130	20	0	0
Exit	4	0	4	1	0	0	31	0	31	7	0	0	130	0	130	29	0	0
Total	34	0	34				36	0	36				260	0	260			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	30	0	0	30	5	0	0	5	130	0	0	130
Exit	4	0	0	4	31	0	0	31	130	0	0	130
Total	34	0	0	34	36	0	0	36	260	0	0	260
Single-Use Trip Gen.	34	0	0	34	36	0	0	36	260	0	0	260
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 310

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	2.8 KSF	ITE (710)	85	10	1	11	1	3	4	88%	12%	17%	83%
Light Industrial	73.9 KSF	ITE (110)	515	60	8	68	9	63	72	88%	12%	12%	88%
Total Trips			**600**	**70**	**9**	**79**	**10**	**66**	**76**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-5	-1	0	-1	0	0	0				
Light Industrial (-5.6%)			-29	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-34	-5	0	-5	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-16	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				63	9	72	10	60	70				
Total External Trips			**550**	**63**	**9**	**72**	**10**	**60**	**70**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			5	1	0	1	0	0	0				
Light Industrial (6.3%)			32	4	0	4	1	4	5				
Total Transit Trips			37	5	0	5	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 310

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	63	0	63	20	0	0	10	0	10	3	0	0	275	0	275	41	0	0
Exit	9	0	9	2	0	0	60	0	60	14	0	0	275	0	275	61	0	0
Total	72	0	72				70	0	70				550	0	550			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	63	0	0	63	10	0	0	10	275	0	0	275
Exit	9	0	0	9	60	0	0	60	275	0	0	275
Total	72	0	0	72	70	0	0	70	550	0	0	550
Single-Use Trip Gen.	72	0	0	72	70	0	0	70	550	0	0	550
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 311

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	27.2 KSF	ITE (110)	189	22	3	25	3	23	26	88%	12%	12%	88%
Total Trips			**189**	**22**	**3**	**25**	**3**	**23**	**26**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-11	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-11	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				20	3	23	3	21	24				
Total External Trips			**173**	**20**	**3**	**23**	**3**	**21**	**24**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			12	2	0	2	0	2	2				
Total Transit Trips			12	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 311

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	20	0	20	6	0	0	3	0	3	1	0	0	87	0	87	13	0	0
Exit	3	0	3	1	0	0	21	0	21	5	0	0	87	0	87	19	0	0
Total	23	0	23				24	0	24				174	0	174			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	20	0	0	20	3	0	0	3	87	0	0	87
Exit	3	0	0	3	21	0	0	21	87	0	0	87
Total	23	0	0	23	24	0	0	24	174	0	0	174
Single-Use Trip Gen.	23	0	0	23	24	0	0	24	174	0	0	174
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 312

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 312

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 313

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 313

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 314

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	58.4 KSF	ITE (110)	407	48	6	54	7	50	57	88%	12%	12%	88%
Total Trips			**407**	**48**	**6**	**54**	**7**	**50**	**57**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-23	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-23	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-11	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				43	6	49	7	45	52				
Total External Trips			**373**	**43**	**6**	**49**	**7**	**45**	**52**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			26	3	0	3	0	4	4				
Total Transit Trips			26	3	0	3	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 314

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	43	0	43	13	0	0	7	0	7	2	0	0	187	0	187	28	0	0
Exit	6	0	6	1	0	0	45	0	45	10	0	0	187	0	187	41	0	0
Total	49	0	49				52	0	52				374	0	374			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	43	0	0	43	7	0	0	7	187	0	0	187
Exit	6	0	0	6	45	0	0	45	187	0	0	187
Total	49	0	0	49	52	0	0	52	374	0	0	374
Single-Use Trip Gen.	49	0	0	49	52	0	0	52	374	0	0	374
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 315

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 315

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 316

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	8.5 KSF	ITE (710)	199	23	3	26	2	11	13	88%	12%	17%	83%
Light Industrial	16.2 KSF	ITE (110)	113	13	2	15	2	14	16	88%	12%	12%	88%
Total Trips			**312**	**36**	**5**	**41**	**4**	**25**	**29**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-11	-1	0	-1	0	-1	-1				
Light Industrial (-5.6%)			-6	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-17	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-6	-1	0	-1	0	0	0				
Light Industrial (-2.8%)			-3	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-9	-1	0	-1	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				33	5	38	4	23	27				
Total External Trips			**286**	**33**	**5**	**38**	**4**	**23**	**27**				
New External Trips Percent of Total Project Trips			92%	92%	100%	93%	100%	92%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			13	2	0	2	0	1	1				
Light Industrial (6.3%)			7	1	0	1	0	1	1				
Total Transit Trips			20	3	0	3	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 316

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	33	0	33	10	0	0	4	0	4	1	0	0	143	0	143	21	0	0
Exit	5	0	5	1	0	0	23	0	23	5	0	0	143	0	143	31	0	0
Total	38	0	38				27	0	27				286	0	286			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	33	0	0	33	4	0	0	4	143	0	0	143
Exit	5	0	0	5	23	0	0	23	143	0	0	143
Total	38	0	0	38	27	0	0	27	286	0	0	286
Single-Use Trip Gen.	38	0	0	38	27	0	0	27	286	0	0	286
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 317

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 317

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 318

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 318

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 319

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 319

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 320

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.8 KSF	ITE (710)	33	4	0	4	0	1	1	88%	12%	17%	83%
Light Industrial	62.3 KSF	ITE (110)	434	50	7	57	7	53	60	88%	12%	12%	88%
Total Trips			**467**	**54**	**7**	**61**	**7**	**54**	**61**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-2	0	0	0	0	0	0				
Light Industrial (-5.6%)			-24	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-26	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-1	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-13	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				49	7	56	7	49	56				
Total External Trips			**428**	**49**	**7**	**56**	**7**	**49**	**56**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			2	0	0	0	0	0	0				
Light Industrial (6.3%)			27	4	0	4	0	4	4				
Total Transit Trips			29	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 320

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	49	0	49	15	0	0	7	0	7	2	0	0	214	0	214	32	0	0
Exit	7	0	7	2	0	0	49	0	49	11	0	0	214	0	214	47	0	0
Total	56	0	56				56	0	56				428	0	428			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	49	0	0	49	7	0	0	7	214	0	0	214
Exit	7	0	0	7	49	0	0	49	214	0	0	214
Total	56	0	0	56	56	0	0	56	428	0	0	428
Single-Use Trip Gen.	56	0	0	56	56	0	0	56	428	0	0	428
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 321

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	71.3 KSF	ITE (110)	497	58	8	66	8	61	69	88%	12%	12%	88%
Total Trips			**497**	**58**	**8**	**66**	**8**	**61**	**69**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-28	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-28	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-14	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				52	8	60	8	55	63				
Total External Trips			**455**	**52**	**8**	**60**	**8**	**55**	**63**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			31	4	0	4	0	4	4				
Total Transit Trips			31	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 321

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	52	0	52	16	0	0	8	0	8	2	0	0	228	0	228	34	0	0
Exit	8	0	8	2	0	0	55	0	55	13	0	0	228	0	228	50	0	0
Total	60	0	60				63	0	63				456	0	456			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	52	0	0	52	8	0	0	8	228	0	0	228
Exit	8	0	0	8	55	0	0	55	228	0	0	228
Total	60	0	0	60	63	0	0	63	456	0	0	456
Single-Use Trip Gen.	60	0	0	60	63	0	0	63	456	0	0	456
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 322

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	70.5 KSF	ITE (110)	491	57	8	65	8	60	68	88%	12%	12%	88%
Total Trips			**491**	**57**	**8**	**65**	**8**	**60**	**68**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-27	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-27	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-14	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				51	8	59	8	54	62				
Total External Trips			**450**	**51**	**8**	**59**	**8**	**54**	**62**				
New External Trips Percent of Total Project Trips			92%	89%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			31	4	0	4	0	4	4				
Total Transit Trips			31	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 322

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	51	0	51	16	0	0	8	0	8	2	0	0	225	0	225	34	0	0
Exit	8	0	8	2	0	0	54	0	54	12	0	0	225	0	225	50	0	0
Total	59	0	59				62	0	62				450	0	450			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	51	0	0	51	8	0	0	8	225	0	0	225
Exit	8	0	0	8	54	0	0	54	225	0	0	225
Total	59	0	0	59	62	0	0	62	450	0	0	450
Single-Use Trip Gen.	59	0	0	59	62	0	0	62	450	0	0	450
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 323

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 323

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 324

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 324

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 400

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	156.5 KSF	ITE (110)	1,091	127	17	144	18	134	152	88%	12%	12%	88%
Total Trips			**1,091**	**127**	**17**	**144**	**18**	**134**	**152**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-61	-7	-1	-8	-1	-8	-9				
Total Transit Adjustments			-61	-7	-1	-8	-1	-8	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-31	-4	0	-4	0	-4	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-31	-4	0	-4	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				116	16	132	17	122	139				
Total External Trips			**999**	**116**	**16**	**132**	**17**	**122**	**139**				
New External Trips Percent of Total Project Trips			92%	91%	94%	92%	94%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			69	8	1	9	1	9	10				
Total Transit Trips			69	8	1	9	1	9	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 400

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	116	0	116	36	0	0	17	0	17	5	0	0	500	0	500	75	0	0
Exit	16	0	16	4	0	0	122	0	122	28	0	0	500	0	500	110	0	0
Total	132	0	132				139	0	139				1000	0	1000			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	116	0	0	116	17	0	0	17	500	0	0	500
Exit	16	0	0	16	122	0	0	122	500	0	0	500
Total	132	0	0	132	139	0	0	139	1000	0	0	1000
Single-Use Trip Gen.	132	0	0	132	139	0	0	139	1000	0	0	1000
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 401

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	119.9 KSF	ITE (110)	836	97	13	110	14	102	116	88%	12%	12%	88%
Total Trips			**836**	**97**	**13**	**110**	**14**	**102**	**116**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-47	-5	-1	-6	-1	-5	-6				
Total Transit Adjustments			-47	-5	-1	-6	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-23	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-23	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				89	12	101	13	94	107				
Total External Trips			**766**	**89**	**12**	**101**	**13**	**94**	**107**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	93%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			53	6	1	7	1	6	7				
Total Transit Trips			53	6	1	7	1	6	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 401

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	89	0	89	28	0	0	13	0	13	4	0	0	383	0	383	57	0	0
Exit	12	0	12	3	0	0	94	0	94	22	0	0	383	0	383	84	0	0
Total	101	0	101				107	0	107				766	0	766			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	89	0	0	89	13	0	0	13	383	0	0	383
Exit	12	0	0	12	94	0	0	94	383	0	0	383
Total	101	0	0	101	107	0	0	107	766	0	0	766
Single-Use Trip Gen.	101	0	0	101	107	0	0	107	766	0	0	766
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 402

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	84.1 KSF	ITE (110)	586	68	9	77	10	72	82	88%	12%	12%	88%
Total Trips			**586**	**68**	**9**	**77**	**10**	**72**	**82**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-33	-4	0	-4	-1	-4	-5				
Total Transit Adjustments			-33	-4	0	-4	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-16	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-16	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				62	9	71	9	66	75				
Total External Trips			**537**	**62**	**9**	**71**	**9**	**66**	**75**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	90%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			37	4	1	5	1	4	5				
Total Transit Trips			37	4	1	5	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 402

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	62	0	62	19	0	0	9	0	9	3	0	0	269	0	269	40	0	0
Exit	9	0	9	2	0	0	66	0	66	15	0	0	269	0	269	59	0	0
Total	71	0	71				75	0	75				538	0	538			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	62	0	0	62	9	0	0	9	269	0	0	269
Exit	9	0	0	9	66	0	0	66	269	0	0	269
Total	71	0	0	71	75	0	0	75	538	0	0	538
Single-Use Trip Gen.	71	0	0	71	75	0	0	75	538	0	0	538
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 403

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	142.2 KSF	ITE (110)	991	115	16	131	17	121	138	88%	12%	12%	88%
Total Trips			**991**	**115**	**16**	**131**	**17**	**121**	**138**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-55	-6	-1	-7	-1	-7	-8				
Total Transit Adjustments			-55	-6	-1	-7	-1	-7	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-28	-4	0	-4	0	-4	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-28	-4	0	-4	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				105	15	120	16	110	126				
Total External Trips			**908**	**105**	**15**	**120**	**16**	**110**	**126**				
New External Trips Percent of Total Project Trips			92%	91%	94%	92%	94%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			62	7	1	8	1	8	9				
Total Transit Trips			62	7	1	8	1	8	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 403

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	105	0	105	33	0	0	16	0	16	5	0	0	454	0	454	68	0	0
Exit	15	0	15	3	0	0	110	0	110	25	0	0	454	0	454	100	0	0
Total	120	0	120				126	0	126				908	0	908			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	9	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	105	0	0	105	16	0	0	16	454	0	0	454
Exit	15	0	0	15	110	0	0	110	454	0	0	454
Total	120	0	0	120	126	0	0	126	908	0	0	908
Single-Use Trip Gen.	120	0	0	120	126	0	0	126	908	0	0	908
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 404

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 404

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 405

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	31.9 KSF	ITE (110)	223	26	3	29	4	27	31	88%	12%	12%	88%
Total Trips			**223**	**26**	**3**	**29**	**4**	**27**	**31**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-12	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-12	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-6	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				23	3	26	4	24	28				
Total External Trips			**205**	**23**	**3**	**26**	**4**	**24**	**28**				
New External Trips Percent of Total Project Trips			92%	88%	100%	90%	100%	89%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			14	2	0	2	0	2	2				
Total Transit Trips			14	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 405

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	23	0	23	7	0	0	4	0	4	1	0	0	103	0	103	15	0	0
Exit	3	0	3	1	0	0	24	0	24	6	0	0	103	0	103	23	0	0
Total	26	0	26				28	0	28				206	0	206			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	23	0	0	23	4	0	0	4	103	0	0	103
Exit	3	0	0	3	24	0	0	24	103	0	0	103
Total	26	0	0	26	28	0	0	28	206	0	0	206
Single-Use Trip Gen.	26	0	0	26	28	0	0	28	206	0	0	206
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 406

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	75.2 KSF	ITE (110)	524	61	8	69	9	64	73	88%	12%	12%	88%
Total Trips			**524**	**61**	**8**	**69**	**9**	**64**	**73**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-29	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-29	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-15	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-15	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				55	8	63	9	58	67				
Total External Trips			**480**	**55**	**8**	**63**	**9**	**58**	**67**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			33	4	0	4	1	4	5				
Total Transit Trips			33	4	0	4	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 406

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	55	0	55	17	0	0	9	0	9	3	0	0	240	0	240	36	0	0
Exit	8	0	8	2	0	0	58	0	58	13	0	0	240	0	240	53	0	0
Total	63	0	63				67	0	67				480	0	480			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	55	0	0	55	9	0	0	9	240	0	0	240
Exit	8	0	0	8	58	0	0	58	240	0	0	240
Total	63	0	0	63	67	0	0	67	480	0	0	480
Single-Use Trip Gen.	63	0	0	63	67	0	0	67	480	0	0	480
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 407a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	127.1 KSF	ITE (110)	886	103	14	117	15	108	123	88%	12%	12%	88%
Total Trips			**886**	**103**	**14**	**117**	**15**	**108**	**123**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-50	-6	-1	-7	-1	-6	-7				
Total Transit Adjustments			-50	-6	-1	-7	-1	-6	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-25	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-25	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				94	13	107	14	99	113				
Total External Trips			**811**	**94**	**13**	**107**	**14**	**99**	**113**				
New External Trips Percent of Total Project Trips			92%	91%	93%	91%	93%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			56	6	1	7	1	7	8				
Total Transit Trips			56	6	1	7	1	7	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 407a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	94	0	94	29	0	0	14	0	14	4	0	0	406	0	406	61	0	0
Exit	13	0	13	3	0	0	99	0	99	23	0	0	406	0	406	89	0	0
Total	107	0	107				113	0	113				812	0	812			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	94	0	0	94	14	0	0	14	406	0	0	406
Exit	13	0	0	13	99	0	0	99	406	0	0	406
Total	107	0	0	107	113	0	0	113	812	0	0	812
Single-Use Trip Gen.	107	0	0	107	113	0	0	113	812	0	0	812
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 407b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	22.9 KSF	ITE (110)	159	18	3	21	3	19	22	88%	12%	12%	88%
Total Trips			**159**	**18**	**3**	**21**	**3**	**19**	**22**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-9	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-9	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-4	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-4	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				16	3	19	3	17	20				
Total External Trips			**146**	**16**	**3**	**19**	**3**	**17**	**20**				
New External Trips Percent of Total Project Trips			92%	89%	100%	90%	100%	89%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			10	1	0	1	0	1	1				
Total Transit Trips			10	1	0	1	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 407b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	16	0	16	5	0	0	3	0	3	1	0	0	73	0	73	11	0	0
Exit	3	0	3	1	0	0	17	0	17	4	0	0	73	0	73	16	0	0
Total	19	0	19				20	0	20				146	0	146			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	16	0	0	16	3	0	0	3	73	0	0	73
Exit	3	0	0	3	17	0	0	17	73	0	0	73
Total	19	0	0	19	20	0	0	20	146	0	0	146
Single-Use Trip Gen.	19	0	0	19	20	0	0	20	146	0	0	146
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 408

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	227.4 KSF	ITE (110)	1,597	184	25	209	27	194	221	88%	12%	12%	88%
Total Trips			**1,597**	**184**	**25**	**209**	**27**	**194**	**221**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-89	-11	-1	-12	-1	-11	-12				
Total Transit Adjustments			-89	-11	-1	-12	-1	-11	-12				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-45	-5	-1	-6	-1	-5	-6				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-45	-5	-1	-6	-1	-5	-6				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				168	23	191	25	178	203				
Total External Trips			**1,463**	**168**	**23**	**191**	**25**	**178**	**203**				
New External Trips Percent of Total Project Trips			92%	91%	92%	91%	93%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			101	11	2	13	2	12	14				
Total Transit Trips			101	11	2	13	2	12	14				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 408

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	168	0	168	52	0	0	25	0	25	8	0	0	732	0	732	110	0	0
Exit	23	0	23	5	0	0	178	0	178	41	0	0	732	0	732	161	0	0
Total	191	0	191				203	0	203				1464	0	1464			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	15	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	168	0	0	168	25	0	0	25	732	0	0	732
Exit	23	0	0	23	178	0	0	178	732	0	0	732
Total	191	0	0	191	203	0	0	203	1464	0	0	1464
Single-Use Trip Gen.	191	0	0	191	203	0	0	203	1464	0	0	1464
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 409

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	47.1 KSF	ITE (710)	747	91	12	103	12	58	70	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**747**	**91**	**12**	**103**	**12**	**58**	**70**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-42	-5	-1	-6	-1	-3	-4				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-42	-5	-1	-6	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-21	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-21	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				83	11	94	11	53	64				
Total External Trips			**684**	**83**	**11**	**94**	**11**	**53**	**64**				
New External Trips Percent of Total Project Trips			92%	91%	92%	91%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			47	5	1	6	1	3	4				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			47	5	1	6	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 409

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	83	0	83	26	0	0	11	0	11	3	0	0	342	0	342	51	0	0
Exit	11	0	11	3	0	0	53	0	53	12	0	0	342	0	342	75	0	0
Total	94	0	94				64	0	64				684	0	684			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	83	0	0	83	11	0	0	11	342	0	0	342
Exit	11	0	0	11	53	0	0	53	342	0	0	342
Total	94	0	0	94	64	0	0	64	684	0	0	684
Single-Use Trip Gen.	94	0	0	94	64	0	0	64	684	0	0	684
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 410

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	143.6 KSF	ITE (110)	1,001	116	16	132	17	122	139	88%	12%	12%	88%
Total Trips			**1,001**	**116**	**16**	**132**	**17**	**122**	**139**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-56	-6	-1	-7	-1	-7	-8				
Total Transit Adjustments			-56	-6	-1	-7	-1	-7	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-28	-4	0	-4	0	-4	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-28	-4	0	-4	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				106	15	121	16	111	127				
Total External Trips			**917**	**106**	**15**	**121**	**16**	**111**	**127**				
New External Trips Percent of Total Project Trips			92%	91%	94%	92%	94%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			63	7	1	8	1	8	9				
Total Transit Trips			63	7	1	8	1	8	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 410

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	106	0	106	33	0	0	16	0	16	5	0	0	459	0	459	69	0	0
Exit	15	0	15	3	0	0	111	0	111	26	0	0	459	0	459	101	0	0
Total	121	0	121				127	0	127				918	0	918			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	9	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	106	0	0	106	16	0	0	16	459	0	0	459
Exit	15	0	0	15	111	0	0	111	459	0	0	459
Total	121	0	0	121	127	0	0	127	918	0	0	918
Single-Use Trip Gen.	121	0	0	121	127	0	0	127	918	0	0	918
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 411a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 411a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 411b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	25.1 KSF	ITE (110)	175	20	3	23	3	21	24	88%	12%	12%	88%
Total Trips			**175**	**20**	**3**	**23**	**3**	**21**	**24**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-10	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-10	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				18	3	21	3	19	22				
Total External Trips			**160**	**18**	**3**	**21**	**3**	**19**	**22**				
New External Trips Percent of Total Project Trips			91%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			11	1	0	1	0	2	2				
Total Transit Trips			11	1	0	1	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 411b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	18	0	18	6	0	0	3	0	3	1	0	0	80	0	80	12	0	0
Exit	3	0	3	1	0	0	19	0	19	4	0	0	80	0	80	18	0	0
Total	21	0	21				22	0	22				160	0	160			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	18	0	0	18	3	0	0	3	80	0	0	80
Exit	3	0	0	3	19	0	0	19	80	0	0	80
Total	21	0	0	21	22	0	0	22	160	0	0	160
Single-Use Trip Gen.	21	0	0	21	22	0	0	22	160	0	0	160
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 412

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	41.1 KSF	ITE (110)	287	33	5	38	5	35	40	88%	12%	12%	88%
Total Trips			**287**	**33**	**5**	**38**	**5**	**35**	**40**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	5	35	5	32	37				
Total External Trips			**263**	**30**	**5**	**35**	**5**	**32**	**37**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	3	3				
Total Transit Trips			18	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 412

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	132	0	132	20	0	0
Exit	5	0	5	1	0	0	32	0	32	7	0	0	132	0	132	29	0	0
Total	35	0	35				37	0	37				264	0	264			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	30	0	0	30	5	0	0	5	132	0	0	132
Exit	5	0	0	5	32	0	0	32	132	0	0	132
Total	35	0	0	35	37	0	0	37	264	0	0	264
Single-Use Trip Gen.	35	0	0	35	37	0	0	37	264	0	0	264
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 413

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	41.6 KSF	ITE (110)	290	33	5	38	5	35	40	88%	12%	12%	88%
Total Trips			**290**	**33**	**5**	**38**	**5**	**35**	**40**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	5	35	5	32	37				
Total External Trips			**266**	**30**	**5**	**35**	**5**	**32**	**37**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	3	3				
Total Transit Trips			18	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 413

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	133	0	133	20	0	0
Exit	5	0	5	1	0	0	32	0	32	7	0	0	133	0	133	29	0	0
Total	35	0	35				37	0	37				266	0	266			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	30	0	0	30	5	0	0	5	133	0	0	133
Exit	5	0	0	5	32	0	0	32	133	0	0	133
Total	35	0	0	35	37	0	0	37	266	0	0	266
Single-Use Trip Gen.	35	0	0	35	37	0	0	37	266	0	0	266
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 414

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	61.1 KSF	ITE (110)	426	49	7	56	7	52	59	88%	12%	12%	88%
Total Trips			**426**	**49**	**7**	**56**	**7**	**52**	**59**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-24	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-24	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-12	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				44	7	51	7	47	54				
Total External Trips			**390**	**44**	**7**	**51**	**7**	**47**	**54**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			27	4	0	4	0	4	4				
Total Transit Trips			27	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 414

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	44	0	44	14	0	0	7	0	7	2	0	0	195	0	195	29	0	0
Exit	7	0	7	2	0	0	47	0	47	11	0	0	195	0	195	43	0	0
Total	51	0	51				54	0	54				390	0	390			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	44	0	0	44	7	0	0	7	195	0	0	195
Exit	7	0	0	7	47	0	0	47	195	0	0	195
Total	51	0	0	51	54	0	0	54	390	0	0	390
Single-Use Trip Gen.	51	0	0	51	54	0	0	54	390	0	0	390
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 415

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 415

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 416

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 416

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 417a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	61.3 KSF	ITE (110)	427	49	7	56	7	52	59	88%	12%	12%	88%
Total Trips			**427**	**49**	**7**	**56**	**7**	**52**	**59**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-24	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-24	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-12	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				44	7	51	7	47	54				
Total External Trips			**391**	**44**	**7**	**51**	**7**	**47**	**54**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			27	4	0	4	0	4	4				
Total Transit Trips			27	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 417a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	44	0	44	14	0	0	7	0	7	2	0	0	196	0	196	29	0	0
Exit	7	0	7	2	0	0	47	0	47	11	0	0	196	0	196	43	0	0
Total	51	0	51				54	0	54				392	0	392			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	44	0	0	44	7	0	0	7	196	0	0	196
Exit	7	0	0	7	47	0	0	47	196	0	0	196
Total	51	0	0	51	54	0	0	54	392	0	0	392
Single-Use Trip Gen.	51	0	0	51	54	0	0	54	392	0	0	392
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 417b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	6.7 KSF	ITE (820)	1,172	19	12	31	51	53	104	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	3.9 KSF	ITE (110)	27	4	0	4	0	4	4	88%	12%	12%	88%
Total Trips			**1,199**	**23**	**12**	**35**	**51**	**57**	**108**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-13	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-2	0	0	0	0	0	0				
Total Transit Adjustments			-15	0	0	0	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-136	-2	-2	-4	-6	-6	-12				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-1	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-137	-2	-2	-4	-6	-6	-12				
Internal Trips Within This Block			-10	0	0	0	-1	-1	-2				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				17	10	27	44	46	90				
Office and Light Industrial				4	0	4	0	3	3				
Total External Trips			**1,037**	**21**	**10**	**31**	**44**	**49**	**93**				
New External Trips Percent of Total Project Trips			86%	91%	83%	89%	86%	86%	86%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			15	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			2	0	0	0	0	0	0				
Total Transit Trips			17	0	0	0	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 417b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	4	0	4	1	0	0	0	0	0	0	1	0	12	2	10	2	15	2
Exit	0	0	0	0	0	0	4	1	3	1	1	1	12	3	9	3	20	3
Total	4	0	4				4	1	3				24	5	19			
	100%	0%	100%				100%	25%	75%				100%	21%	79%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	17	0	17	2	0	0	45	1	44	4	0	0	512	3	509	46	0	0
Exit	10	0	10	1	0	0	46	0	46	6	0	0	512	2	510	56	0	0
Total	27	0	27				91	1	90				1024	5	1019			
	100%	0%	100%				100%	1%	99%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	4	17	0	21	0	44	0	44	10	509	0	519
Exit	0	10	0	10	3	46	0	49	9	510	0	519
Total	4	27	0	31	3	90	0	93	19	1019	0	1038
Single-Use Trip Gen.	4	27	0	31	4	91	0	95	24	1024	0	1048
INTERNAL CAPTURE				**0%**				**2%**				**1%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 418a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	13.2 KSF	ITE (820)	1,823	29	18	47	80	84	164	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	49.2 KSF	ITE (110)	343	40	5	45	6	42	48	88%	12%	12%	88%
Total Trips			**2,166**	**69**	**23**	**92**	**86**	**126**	**212**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-20	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-19	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-39	-4	0	-4	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-211	-3	-2	-5	-9	-10	-19				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-221	-4	-2	-6	-9	-11	-20				
Internal Trips Within This Block			-112	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				24	16	40	69	71	140				
Office and Light Industrial				36	4	40	4	37	41				
Total External Trips			**1,794**	**60**	**20**	**80**	**73**	**108**	**181**				
New External Trips Percent of Total Project Trips			83%	87%	87%	87%	85%	86%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			24	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			22	3	0	3	0	3	3				
Total Transit Trips			46	4	0	4	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 418a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	36	0	36	11	0	0	6	2	4	2	2	2	157	24	133	24	24	24
Exit	5	1	4	1	1	1	38	1	37	9	1	1	157	32	125	35	32	32
Total	41	1	40				44	3	41				314	56	258			
	100%	2%	98%				100%	7%	93%				100%	18%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	25	1	24	2	0	0	70	1	69	6	0	0	796	32	764	72	0	0
Exit	16	0	16	2	0	0	73	2	71	9	0	0	796	24	772	88	0	0
Total	41	1	40				143	3	140				1592	56	1536			
	100%	2%	98%				100%	2%	98%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	36	24	0	60	4	69	0	73	133	764	0	897
Exit	4	16	0	20	37	71	0	108	125	772	0	897
Total	40	40	0	80	41	140	0	181	258	1536	0	1794
Single-Use Trip Gen.	41	41	0	82	44	143	0	187	314	1592	0	1906
INTERNAL CAPTURE				2%				3%				6%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 418b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	31.5 KSF	ITE (110)	219	26	3	29	4	27	31	88%	12%	12%	88%
Total Trips			**219**	**26**	**3**	**29**	**4**	**27**	**31**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-12	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-12	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-6	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				23	3	26	4	24	28				
Total External Trips			**201**	**23**	**3**	**26**	**4**	**24**	**28**				
New External Trips Percent of Total Project Trips			92%	88%	100%	90%	100%	89%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			14	2	0	2	0	2	2				
Total Transit Trips			14	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 418b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	23	0	23	7	0	0	4	0	4	1	0	0	101	0	101	15	0	0
Exit	3	0	3	1	0	0	24	0	24	6	0	0	101	0	101	22	0	0
Total	26	0	26				28	0	28				202	0	202			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	23	0	0	23	4	0	0	4	101	0	0	101
Exit	3	0	0	3	24	0	0	24	101	0	0	101
Total	26	0	0	26	28	0	0	28	202	0	0	202
Single-Use Trip Gen.	26	0	0	26	28	0	0	28	202	0	0	202
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 419

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	24 Units	ITE (230)	186	3	13	16	13	6	19	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			186	3	13	16	13	6	19				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**186**	**3**	**13**	**16**	**13**	**6**	**19**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-2	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-2	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-18	0	-1	-1	-1	-1	-2				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	0	-1	-1	-1	-1	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				3	12	15	12	5	17				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**166**	**3**	**12**	**15**	**12**	**5**	**17**				
New External Trips Percent of Total Project Trips			89%	100%	92%	94%	92%	83%	89%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			3	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			3	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 419

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	6	0	0	0	0	0	3	0	0	0	0	0	32	0
Exit	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	27	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	3	0	3	0	0	0	12	0	12	0	0	0	83	0	83	3	0	0
Exit	12	0	12	0	0	0	5	0	5	0	0	0	83	0	83	0	0	0
Total	15	0	15				17	0	17				166	0	166			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	3	3	0	0	12	12	0	0	83	83
Exit	0	0	12	12	0	0	5	5	0	0	83	83
Total	0	0	15	15	0	0	17	17	0	0	166	166
Single-Use Trip Gen.	0	0	15	15	0	0	17	17	0	0	166	166
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 420

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	12 Units	ITE (230)	102	2	7	9	7	4	11	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			102	2	7	9	7	4	11				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**102**	**2**	**7**	**9**	**7**	**4**	**11**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-1	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-10	0	-1	-1	-1	0	-1				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-10	0	-1	-1	-1	0	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				2	6	8	6	4	10				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**91**	**2**	**6**	**8**	**6**	**4**	**10**				
New External Trips Percent of Total Project Trips			89%	100%	86%	89%	86%	100%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			2	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			2	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 420

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	17	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	0	2	0	0	0	6	0	6	0	0	0	46	0	46	2	0	0
Exit	6	0	6	0	0	0	4	0	4	0	0	0	46	0	46	0	0	0
Total	8	0	8				10	0	10				92	0	92			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	2	2	0	0	6	6	0	0	46	46
Exit	0	0	6	6	0	0	4	4	0	0	46	46
Total	0	0	8	8	0	0	10	10	0	0	92	92
Single-Use Trip Gen.	0	0	8	8	0	0	10	10	0	0	92	92
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 421

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	137 Units	ITE (230)	846	11	55	66	52	26	78	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			846	11	55	66	52	26	78				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**846**	**11**	**55**	**66**	**52**	**26**	**78**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-11	0	-1	-1	-1	0	-1				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-11	0	-1	-1	-1	0	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-81	-1	-4	-5	-5	-2	-7				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-81	-1	-4	-5	-5	-2	-7				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				10	50	60	46	24	70				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**754**	**10**	**50**	**60**	**46**	**24**	**70**				
New External Trips Percent of Total Project Trips			89%	91%	91%	91%	88%	92%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			14	0	1	1	1	0	1				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			14	0	1	1	1	0	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 421

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	27	0	0	0	0	0	13	0	0	0	0	0	143	0
Exit	0	0	0	0	3	0	0	0	0	0	14	0	0	0	0	0	124	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	10	0	10	0	0	0	46	0	46	1	0	0	377	0	377	15	0	0
Exit	50	0	50	0	0	0	24	0	24	0	0	0	377	0	377	0	0	0
Total	60	0	60				70	0	70				754	0	754			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	10	10	0	0	46	46	0	0	377	377
Exit	0	0	50	50	0	0	24	24	0	0	377	377
Total	0	0	60	60	0	0	70	70	0	0	754	754
Single-Use Trip Gen.	0	0	60	60	0	0	70	70	0	0	754	754
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 422

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	54 Units	ITE (230)	376	5	27	32	24	12	36	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			376	5	27	32	24	12	36				
Retail	2.7 KSF	ITE (820)	656	11	7	18	28	29	57	61%	39%	49%	51%
Dos Rios Community Building	7.4 KSF	ITE (710)	45	5	1	6	1	2	3	88%	12%	17%	83%
Light Industrial	43.0 KSF	ITE (110)	300	35	5	40	5	37	42	88%	12%	12%	88%
Total Trips			**1,377**	**56**	**40**	**96**	**58**	**80**	**138**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-5	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-7	0	0	0	0	-1	-1				
Dos Rios Community Building (-5.6%)			-3	0	0	0	0	0	0				
Light Industrial (-5.6%)			-17	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-32	-2	-1	-3	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-36	0	-3	-3	-2	-1	-3				
Retail (-11.6%)			-76	-1	-1	-2	-3	-4	-7				
Dos Rios Community Building (-2.8%)			-1	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-121	-2	-4	-6	-5	-6	-11				
Internal Trips Within This Block			-162	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				4	22	26	18	9	27				
Retail				9	5	14	22	20	42				
Dos Rios Community Building and Light Industrial				37	6	43	5	35	40				
Total External Trips			**1,062**	**50**	**33**	**83**	**45**	**64**	**109**				
New External Trips Percent of Total Project Trips			77%	89%	83%	86%	78%	80%	79%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			6	0	1	1	1	0	1				
Retail (1.3%)			9	0	0	0	0	1	1				
Dos Rios Community Building (6.3%)			3	0	0	0	0	0	0				
Light Industrial (6.3%)			19	3	0	3	0	3	3				
Total Transit Trips			37	3	1	4	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 422

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
Dos Rios Community Buildir				**To-From Retail**			**Dos Rios Community Building T**			**To-From Retail**			**Dos Rios Community Buildir**			**To-From Retail**		
Enter	37	0	37	11	0	0	6	1	5	2	1	1	158	9	149	24	9	9
Exit	6	0	6	1	0	0	36	1	35	8	1	1	158	14	144	35	11	11
Total	43	0	43				42	2	40				316	23	293			
	100%	0%	100%				100%	5%	95%				100%	7%	93%			
	Retail Trips			**To-From Residential**			**Retail Trips**			**To-From Residential**			**Retail Trips**			**To-From Residential**		
Enter	10	1	9	1	12	1	25	3	22	2	6	2	287	37	250	26	64	26
Exit	6	1	5	1	2	1	24	4	20	3	7	3	287	41	246	32	55	32
Total	16	2	14				49	7	42				574	78	496			
	100%	13%	88%				100%	14%	86%				100%	14%	86%			
	Residential Trips			**To-From Dos Rios Community**			**Residential Trips**			**To-From Dos Rios Community**			**Residential Trips**			**To-From Dos Rios Community Build**		
Enter	5	1	4	0	0	0	21	3	18	0	1	0	168	35	133	7	3	3
Exit	23	1	22	0	0	0	11	2	9	0	0	0	168	26	142	0	0	0
Total	28	2	26				32	5	27				336	61	275			
	100%	7%	93%				100%	16%	84%				100%	18%	82%			

Net External Trips	***Dos Ri***	***Ret.***	***Res.***	***Total***	***Dos Ric***	***Ret.***	***Res.***	***Total***	***Dos Ric***	***Ret.***	***Res.***	***Total***
Enter	37	9	4	50	5	22	18	45	149	250	133	532
Exit	6	5	22	33	35	20	9	64	144	246	142	532
Total	43	14	26	83	40	42	27	109	293	496	275	1064
Single-Use Trip Gen.	43	16	28	87	42	49	32	123	316	574	336	1226
INTERNAL CAPTURE				**5%**				**11%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

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River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 423

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Middle School	407 student	ITE (522)	659	121	99	220	32	33	65	55%	45%	49%	51%
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**659**	**121**	**99**	**220**	**32**	**33**	**65**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**659**	**121**	**99**	**220**	**32**	**33**	**65**				
New External Trips Percent of Total Project Trips			100%	100%	100%	100%	100%	100%	100%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 423

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 424

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	6 Units	ITE (230)	56	1	4	5	4	2	6	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			56	1	4	5	4	2	6				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	16.7 KSF	ITE (110)	116	13	2	15	2	14	16	88%	12%	12%	88%
Total Trips			**172**	**14**	**6**	**20**	**6**	**16**	**22**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-6	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-7	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-5	0	0	0	-1	0	-1				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-3	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	0	0	0	-1	0	-1				
Internal Trips Within This Block			-2	0	0	0	0	0	0				
New External Trips													
Residential				1	4	5	3	2	5				
Retail				0	0	0	0	0	0				
Office and Light Industrial				12	2	14	2	13	15				
Total External Trips			**155**	**13**	**6**	**19**	**5**	**15**	**20**				
New External Trips Percent of Total Project Trips			90%	93%	100%	95%	83%	94%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			1	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			7	1	0	1	0	1	1				
Total Transit Trips			8	1	0	1	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 424

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	12	0	12	4	0	0	2	0	2	1	0	0	54	0	54	8	0	0
Exit	2	0	2	0	0	0	13	0	13	3	0	0	54	1	53	12	0	0
Total	14	0	14				15	0	15				108	1	107			
	100%	0%	100%				100%	0%	100%				100%	1%	99%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	10	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	3	0	3	0	0	0	25	1	24	1	1	1
Exit	4	0	4	0	0	0	2	0	2	0	0	0	25	0	25	0	0	0
Total	5	0	5				5	0	5				50	1	49			
	100%	0%	100%				100%	0%	100%				100%	2%	98%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	12	0	1	13	2	0	3	5	54	0	24	78
Exit	2	0	4	6	13	0	2	15	53	0	25	78
Total	14	0	5	19	15	0	5	20	107	0	49	156
Single-Use Trip Gen.	14	0	5	19	15	0	5	20	108	0	50	158
INTERNAL CAPTURE				**0%**				**0%**				**1%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 501a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	2.4 KSF	ITE (710)	74	8	1	9	1	3	4	88%	12%	17%	83%
Light Industrial	56.1 KSF	ITE (110)	391	46	6	52	6	48	54	88%	12%	12%	88%
Total Trips			**465**	**54**	**7**	**61**	**7**	**51**	**58**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-4	-1	0	-1	0	0	0				
Light Industrial (-5.6%)			-22	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-26	-4	0	-4	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-13	-1	0	-1	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				49	7	56	7	46	53				
Total External Trips			**426**	**49**	**7**	**56**	**7**	**46**	**53**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			5	1	0	1	0	0	0				
Light Industrial (6.3%)			25	3	0	3	0	3	3				
Total Transit Trips			30	4	0	4	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 501a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	49	0	49	15	0	0	7	0	7	2	0	0	213	0	213	32	0	0
Exit	7	0	7	2	0	0	46	0	46	11	0	0	213	0	213	47	0	0
Total	56	0	56				53	0	53				426	0	426			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	49	0	0	49	7	0	0	7	213	0	0	213
Exit	7	0	0	7	46	0	0	46	213	0	0	213
Total	56	0	0	56	53	0	0	53	426	0	0	426
Single-Use Trip Gen.	56	0	0	56	53	0	0	53	426	0	0	426
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 501b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	40.9 KSF	ITE (110)	285	33	5	38	5	35	40	88%	12%	12%	88%
Total Trips			**285**	**33**	**5**	**38**	**5**	**35**	**40**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	5	35	5	32	37				
Total External Trips			**261**	**30**	**5**	**35**	**5**	**32**	**37**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	3	3				
Total Transit Trips			18	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 501b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	131	0	131	20	0	0
Exit	5	0	5	1	0	0	32	0	32	7	0	0	131	0	131	29	0	0
Total	35	0	35				37	0	37				262	0	262			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	30	0	0	30	5	0	0	5	131	0	0	131
Exit	5	0	0	5	32	0	0	32	131	0	0	131
Total	35	0	0	35	37	0	0	37	262	0	0	262
Single-Use Trip Gen.	35	0	0	35	37	0	0	37	262	0	0	262
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 502

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	16.4 KSF	ITE (820)	2,100	32	21	53	93	97	190	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,100**	**32**	**21**	**53**	**93**	**97**	**190**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-23	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-23	-1	0	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-244	-4	-2	-6	-11	-11	-22				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-244	-4	-2	-6	-11	-11	-22				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				27	19	46	81	85	166				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,833**	**27**	**19**	**46**	**81**	**85**	**166**				
New External Trips Percent of Total Project Trips			87%	84%	90%	87%	87%	88%	87%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			27	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			27	1	0	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 502

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	28	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	37	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	27	0	27	2	0	0	81	0	81	7	0	0	917	0	917	83	0	0
Exit	19	0	19	2	0	0	85	0	85	10	0	0	917	0	917	101	0	0
Total	46	0	46				166	0	166				1834	0	1834			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	27	0	27	0	81	0	81	0	917	0	917
Exit	0	19	0	19	0	85	0	85	0	917	0	917
Total	0	46	0	46	0	166	0	166	0	1834	0	1834
Single-Use Trip Gen.	0	46	0	46	0	166	0	166	0	1834	0	1834
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 503

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	53.4 KSF	ITE (110)	372	43	6	49	6	46	52	88%	12%	12%	88%
Total Trips			**372**	**43**	**6**	**49**	**6**	**46**	**52**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-21	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-21	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-10	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				39	6	45	6	42	48				
Total External Trips			**341**	**39**	**6**	**45**	**6**	**42**	**48**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			23	3	0	3	0	3	3				
Total Transit Trips			23	3	0	3	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 503

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	39	0	39	12	0	0	6	0	6	2	0	0	171	0	171	26	0	0
Exit	6	0	6	1	0	0	42	0	42	10	0	0	171	0	171	38	0	0
Total	45	0	45				48	0	48				342	0	342			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	39	0	0	39	6	0	0	6	171	0	0	171
Exit	6	0	0	6	42	0	0	42	171	0	0	171
Total	45	0	0	45	48	0	0	48	342	0	0	342
Single-Use Trip Gen.	45	0	0	45	48	0	0	48	342	0	0	342
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 504

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	19.9 KSF	ITE (820)	2,380	36	23	59	106	110	216	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	17.4 KSF	ITE (110)	122	14	2	16	2	15	17	88%	12%	12%	88%
Total Trips			**2,502**	**50**	**25**	**75**	**108**	**125**	**233**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-26	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-7	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-33	-2	0	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-276	-4	-3	-7	-12	-13	-25				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-3	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-279	-4	-3	-7	-12	-13	-25				
Internal Trips Within This Block			-40	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				31	19	50	91	95	186				
Office and Light Industrial				12	2	14	1	12	13				
Total External Trips			**2,150**	**43**	**21**	**64**	**92**	**107**	**199**				
New External Trips Percent of Total Project Trips			86%	86%	84%	85%	85%	86%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			31	1	0	1	1	2	3				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			8	1	0	1	0	1	1				
Total Transit Trips			39	2	0	2	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 504

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	13	1	12	4	1	1	2	1	1	1	3	1	56	8	48	8	31	8
Exit	2	0	2	0	1	0	14	2	12	3	2	2	56	12	44	12	42	12
Total	15	1	14				16	3	13				112	20	92			
	100%	7%	93%				100%	19%	81%				100%	18%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	31	0	31	3	0	0	93	2	91	8	0	0	1039	12	1027	94	0	0
Exit	20	1	19	2	0	0	96	1	95	12	0	0	1039	8	1031	114	0	0
Total	51	1	50				189	3	186				2078	20	2058			
	100%	2%	98%				100%	2%	98%				100%	1%	99%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	12	31	0	43	1	91	0	92	48	1027	0	1075
Exit	2	19	0	21	12	95	0	107	44	1031	0	1075
Total	14	50	0	64	13	186	0	199	92	2058	0	2150
Single-Use Trip Gen.	15	51	0	66	16	189	0	205	112	2078	0	2190
INTERNAL CAPTURE				3%				3%				2%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 505a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	4 Units	ITE (230)	39	1	3	4	3	1	4	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			39	1	3	4	3	1	4				
Retail	57.8 KSF	ITE (820)	4,757	68	43	111	216	225	441	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,796**	**69**	**46**	**115**	**219**	**226**	**445**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			-52	-1	0	-1	-2	-3	-5				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-53	-1	0	-1	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-4	0	0	0	0	0	0				
Retail (-11.6%)			-552	-8	-5	-13	-25	-26	-51				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-556	-8	-5	-13	-25	-26	-51				
Internal Trips Within This Block			-24	-2	-2	-4	-2	-2	-4				
New External Trips													
Residential				1	1	2	2	0	2				
Retail				59	38	97	188	195	383				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**4,163**	**58**	**39**	**97**	**190**	**195**	**385**				
New External Trips Percent of Total Project Trips			87%	84%	85%	84%	87%	86%	87%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			1	0	0	0	0	0	0				
Retail (1.3%)			62	1	0	1	3	3	6				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			63	1	0	1	3	3	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 505a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	62	0
Exit	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	83	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	59	2	57	5	2	2	189	1	188	17	1	1	2077	6	2071	187	6	6
Exit	38	0	38	5	0	0	196	1	195	24	1	1	2077	6	2071	228	6	6
Total	97	2	95				385	2	383				4154	12	4142			
	100%	2%	98%				100%	1%	99%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	3	1	2	0	0	0	17	6	11	1	0	0
Exit	3	2	1	0	0	0	1	1	0	0	0	0	17	6	11	0	0	0
Total	4	2	2				4	2	2				34	12	22			
	100%	50%	50%				100%	50%	50%				100%	35%	65%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	0	57	1	58	0	188	2	190	0	2071	11	2082
Exit	0	38	1	39	0	195	0	195	0	2071	11	2082
Total	0	95	2	97	0	383	2	385	0	4142	22	4164
Single-Use Trip Gen.	0	97	4	101	0	385	4	389	0	4154	34	4188
INTERNAL CAPTURE				4%				1%				1%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 505b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	3 Units	ITE (230)	30	1	2	3	2	1	3	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			30	1	2	3	2	1	3				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**30**	**1**	**2**	**3**	**2**	**1**	**3**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-3	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-3	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				1	2	3	2	1	3				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**27**	**1**	**2**	**3**	**2**	**1**	**3**				
New External Trips Percent of Total Project Trips			90%	100%	100%	100%	100%	100%	100%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 505b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	2	0	2	0	0	0	14	0	14	1	0	0
Exit	2	0	2	0	0	0	1	0	1	0	0	0	14	0	14	0	0	0
Total	3	0	3				3	0	3				28	0	28			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	1	1	0	0	2	2	0	0	14	14
Exit	0	0	2	2	0	0	1	1	0	0	14	14
Total	0	0	3	3	0	0	3	3	0	0	28	28
Single-Use Trip Gen.	0	0	3	3	0	0	3	3	0	0	28	28
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 520a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 520a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 520b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 520b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 506

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	15 Units	ITE (230)	123	2	9	11	9	4	13	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			123	2	9	11	9	4	13				
Retail	32.6 KSF	ITE (820)	3,276	48	31	79	147	153	300	61%	39%	49%	51%
Office	2.5 KSF	ITE (710)	78	9	1	10	1	3	4	88%	12%	17%	83%
Light Industrial	4.7 KSF	ITE (110)	33	4	0	4	1	4	5	88%	12%	12%	88%
Total Trips			**3,510**	**63**	**41**	**104**	**158**	**164**	**322**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-2	0	0	0	0	0	0				
Retail (-1.1%)			-36	-1	0	-1	-1	-2	-3				
Office (-5.6%)			-4	-1	0	-1	0	0	0				
Light Industrial (-5.6%)			-2	0	0	0	0	0	0				
Total Transit Adjustments			-44	-2	0	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-12	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-380	-5	-4	-9	-17	-18	-35				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-1	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-395	-5	-5	-10	-18	-18	-36				
Internal Trips Within This Block			-118	-6	-6	-12	-7	-7	-14				
New External Trips													
Residential				1	4	5	6	2	8				
Retail				41	25	66	125	130	255				
Office and Light Industrial				11	1	12	1	5	6				
Total External Trips			**2,953**	**50**	**30**	**80**	**132**	**137**	**269**				
New External Trips Percent of Total Project Trips			84%	79%	73%	77%	84%	84%	84%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			2	0	0	0	0	0	0				
Retail (1.3%)			43	1	0	1	2	2	4				
Office (6.3%)			5	1	0	1	0	0	0				
Light Industrial (6.3%)			2	0	0	0	0	0	0				
Total Transit Trips			52	2	0	2	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 506

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	12	1	11	4	1	1	2	1	1	1	4	1	51	8	43	8	43	8
Exit	1	0	1	0	1	0	7	2	5	2	3	2	51	12	39	11	57	11
Total	13	1	12				9	3	6				102	20	82			
	100%	8%	92%				100%	33%	67%				100%	20%	80%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	42	4	38	4	4	4	129	4	125	12	2	2	1430	32	1398	129	21	21
Exit	27	2	25	3	1	1	133	3	130	16	2	2	1430	26	1404	157	18	18
Total	69	6	63				262	7	255				2860	58	2802			
	100%	9%	91%				100%	3%	97%				100%	2%	98%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	1	1	0	0	0	8	2	6	0	0	0	55	19	36	2	1	1
Exit	8	4	4	0	0	0	4	2	2	0	0	0	55	21	34	0	0	0
Total	10	5	5				12	4	8				110	40	70			
	100%	50%	50%				100%	33%	67%				100%	36%	64%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	11	38	1	50	1	125	6	132	43	1398	36	1477
Exit	1	25	4	30	5	130	2	137	39	1404	34	1477
Total	12	63	5	80	6	255	8	269	82	2802	70	2954
Single-Use Trip Gen.	13	69	10	92	9	262	12	283	102	2860	110	3072
INTERNAL CAPTURE				**13%**				**5%**				**4%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 507

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	12.4 KSF	ITE (820)	1,744	27	18	45	77	80	157	61%	39%	49%	51%
Office	1.6 KSF	ITE (710)	56	6	1	7	0	2	2	88%	12%	17%	83%
Light Industrial	58.9 KSF	ITE (110)	411	48	6	54	7	50	57	88%	12%	12%	88%
Total Trips			**2,211**	**81**	**25**	**106**	**84**	**132**	**216**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-19	0	0	0	-1	-1	-2				
Office (-5.6%)			-3	0	0	0	0	0	0				
Light Industrial (-5.6%)			-23	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-45	-3	0	-3	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-202	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-216	-5	-2	-7	-9	-11	-20				
Internal Trips Within This Block			-106	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				24	16	40	66	68	134				
Office and Light Industrial				49	7	56	5	46	51				
Total External Trips			**1,844**	**73**	**23**	**96**	**71**	**114**	**185**				
New External Trips Percent of Total Project Trips			83%	90%	92%	91%	85%	86%	86%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			23	1	0	1	1	1	2				
Office (6.3%)			4	0	0	0	0	0	0				
Light Industrial (6.3%)			26	3	0	3	0	4	4				
Total Transit Trips			53	4	0	4	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 507

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	49	0	49	15	0	0	7	2	5	2	2	2	214	23	191	32	23	23
Exit	7	0	7	2	0	0	47	1	46	11	1	1	214	30	184	47	30	30
Total	56	0	56				54	3	51				428	53	375			
	100%	0%	100%				100%	6%	94%				100%	12%	88%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	0	24	2	0	0	67	1	66	6	0	0	762	30	732	69	0	0
Exit	16	0	16	2	0	0	70	2	68	8	0	0	762	23	739	84	0	0
Total	40	0	40				137	3	134				1524	53	1471			
	100%	0%	100%				100%	2%	98%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	49	24	0	73	5	66	0	71	191	732	0	923
Exit	7	16	0	23	46	68	0	114	184	739	0	923
Total	56	40	0	96	51	134	0	185	375	1471	0	1846
Single-Use Trip Gen.	56	40	0	96	54	137	0	191	428	1524	0	1952
INTERNAL CAPTURE				**0%**				**3%**				**5%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 508

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	38.5 KSF	ITE (110)	268	31	4	35	4	33	37	88%	12%	12%	88%
Total Trips			**268**	**31**	**4**	**35**	**4**	**33**	**37**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-15	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-15	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				28	4	32	4	30	34				
Total External Trips			**245**	**28**	**4**	**32**	**4**	**30**	**34**				
New External Trips Percent of Total Project Trips			91%	90%	100%	91%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			17	2	0	2	0	2	2				
Total Transit Trips			17	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 508

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	28	0	28	9	0	0	4	0	4	1	0	0	123	0	123	18	0	0
Exit	4	0	4	1	0	0	30	0	30	7	0	0	123	0	123	27	0	0
Total	32	0	32				34	0	34				246	0	246			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	28	0	0	28	4	0	0	4	123	0	0	123
Exit	4	0	0	4	30	0	0	30	123	0	0	123
Total	32	0	0	32	34	0	0	34	246	0	0	246
Single-Use Trip Gen.	32	0	0	32	34	0	0	34	246	0	0	246
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 509

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	72.8 KSF	ITE (110)	507	59	8	67	9	62	71	88%	12%	12%	88%
Total Trips			**507**	**59**	**8**	**67**	**9**	**62**	**71**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-28	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-28	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-14	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				53	8	61	9	56	65				
Total External Trips			**465**	**53**	**8**	**61**	**9**	**56**	**65**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			32	4	0	4	0	4	4				
Total Transit Trips			32	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 509

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	53	0	53	16	0	0	9	0	9	3	0	0	233	0	233	35	0	0
Exit	8	0	8	2	0	0	56	0	56	13	0	0	233	0	233	51	0	0
Total	61	0	61				65	0	65				466	0	466			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	53	0	0	53	9	0	0	9	233	0	0	233
Exit	8	0	0	8	56	0	0	56	233	0	0	233
Total	61	0	0	61	65	0	0	65	466	0	0	466
Single-Use Trip Gen.	61	0	0	61	65	0	0	65	466	0	0	466
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 510

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	1.9 KSF	ITE (710)	64	7	1	8	1	2	3	88%	12%	17%	83%
Light Industrial	56.6 KSF	ITE (110)	394	46	6	52	7	48	55	88%	12%	12%	88%
Total Trips			**458**	**53**	**7**	**60**	**8**	**50**	**58**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-4	0	0	0	0	0	0				
Light Industrial (-5.6%)			-22	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-26	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-13	-1	0	-1	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				49	7	56	8	45	53				
Total External Trips			**419**	**49**	**7**	**56**	**8**	**45**	**53**				
New External Trips Percent of Total Project Trips			91%	92%	100%	93%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			4	1	0	1	0	0	0				
Light Industrial (6.3%)			25	3	0	3	0	3	3				
Total Transit Trips			29	4	0	4	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 510

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	49	0	49	15	0	0	8	0	8	2	0	0	210	0	210	32	0	0
Exit	7	0	7	2	0	0	45	0	45	10	0	0	210	0	210	46	0	0
Total	56	0	56				53	0	53				420	0	420			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	49	0	0	49	8	0	0	8	210	0	0	210
Exit	7	0	0	7	45	0	0	45	210	0	0	210
Total	56	0	0	56	53	0	0	53	420	0	0	420
Single-Use Trip Gen.	56	0	0	56	53	0	0	53	420	0	0	420
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 511

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	24.5 KSF	ITE (820)	2,720	41	26	67	122	126	248	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	65.5 KSF	ITE (110)	456	53	7	60	8	55	63	88%	12%	12%	88%
Total Trips			**3,176**	**94**	**33**	**127**	**130**	**181**	**311**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-30	-1	0	-1	-1	-2	-3				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-26	-3	0	-3	0	-4	-4				
Total Transit Adjustments			-56	-4	0	-4	-1	-6	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-316	-5	-3	-8	-14	-15	-29				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-13	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-329	-7	-3	-10	-14	-17	-31				
Internal Trips Within This Block			-154	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				34	22	56	105	107	212				
Office and Light Industrial				47	6	53	6	47	53				
Total External Trips			**2,637**	**81**	**28**	**109**	**111**	**154**	**265**				
New External Trips Percent of Total Project Trips			83%	86%	85%	86%	85%	85%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			35	1	0	1	1	2	3				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			29	4	0	4	0	4	4				
Total Transit Trips			64	5	0	5	1	6	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 511

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	48	1	47	15	1	1	8	2	6	2	3	2	209	31	178	31	36	31
Exit	7	1	6	2	1	1	49	2	47	11	2	2	209	46	163	46	47	46
Total	55	2	53				57	4	53				418	77	341			
	100%	4%	96%				100%	7%	93%				100%	18%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	35	1	34	3	0	0	107	2	105	10	0	0	1187	46	1141	107	0	0
Exit	23	1	22	3	0	0	109	2	107	13	0	0	1187	31	1156	131	0	0
Total	58	2	56				216	4	212				2374	77	2297			
	100%	3%	97%				100%	2%	98%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	47	34	0	81	6	105	0	111	178	1141	0	1319
Exit	6	22	0	28	47	107	0	154	163	1156	0	1319
Total	53	56	0	109	53	212	0	265	341	2297	0	2638
Single-Use Trip Gen.	55	58	0	113	57	216	0	273	418	2374	0	2792
INTERNAL CAPTURE				**4%**				**3%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 512

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	24.0 KSF	ITE (110)	167	19	3	22	3	20	23	88%	12%	12%	88%
Total Trips			**167**	**19**	**3**	**22**	**3**	**20**	**23**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-9	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-9	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				17	3	20	3	18	21				
Total External Trips			**153**	**17**	**3**	**20**	**3**	**18**	**21**				
New External Trips Percent of Total Project Trips			92%	89%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			11	1	0	1	0	1	1				
Total Transit Trips			11	1	0	1	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 512

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	17	0	17	5	0	0	3	0	3	1	0	0	77	0	77	12	0	0
Exit	3	0	3	1	0	0	18	0	18	4	0	0	77	0	77	17	0	0
Total	20	0	20				21	0	21				154	0	154			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	17	0	0	17	3	0	0	3	77	0	0	77
Exit	3	0	0	3	18	0	0	18	77	0	0	77
Total	20	0	0	20	21	0	0	21	154	0	0	154
Single-Use Trip Gen.	20	0	0	20	21	0	0	21	154	0	0	154
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 513

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	90.3 KSF	ITE (110)	629	73	10	83	11	77	88	88%	12%	12%	88%
Total Trips			**629**	**73**	**10**	**83**	**11**	**77**	**88**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-35	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-35	-4	-1	-5	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-18	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				67	9	76	10	71	81				
Total External Trips			**576**	**67**	**9**	**76**	**10**	**71**	**81**				
New External Trips Percent of Total Project Trips			92%	92%	90%	92%	91%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			40	4	1	5	1	5	6				
Total Transit Trips			40	4	1	5	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 513

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	67	0	67	21	0	0	10	0	10	3	0	0	288	0	288	43	0	0
Exit	9	0	9	2	0	0	71	0	71	16	0	0	288	0	288	63	0	0
Total	76	0	76				81	0	81				576	0	576			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	67	0	0	67	10	0	0	10	288	0	0	288
Exit	9	0	0	9	71	0	0	71	288	0	0	288
Total	76	0	0	76	81	0	0	81	576	0	0	576
Single-Use Trip Gen.	76	0	0	76	81	0	0	81	576	0	0	576
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 514

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	13.3 KSF	ITE (820)	1,831	29	18	47	81	84	165	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	119.0 KSF	ITE (110)	829	96	13	109	14	101	115	88%	12%	12%	88%
Total Trips			**2,660**	**125**	**31**	**156**	**95**	**185**	**280**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-20	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-46	-5	-1	-6	-1	-5	-6				
Total Transit Adjustments			-66	-6	-1	-7	-2	-6	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-212	-3	-2	-5	-9	-10	-19				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-23	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-235	-6	-2	-8	-9	-13	-22				
Internal Trips Within This Block			-112	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				24	16	40	70	71	141				
Office and Light Industrial				88	11	99	11	92	103				
Total External Trips			**2,247**	**112**	**27**	**139**	**81**	**163**	**244**				
New External Trips Percent of Total Project Trips			84%	90%	87%	89%	85%	88%	87%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			24	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			52	6	1	7	1	6	7				
Total Transit Trips			76	7	1	8	2	7	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 514

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	88	0	88	27	0	0	13	2	11	4	2	2	380	24	356	57	24	24
Exit	12	1	11	3	1	1	93	1	92	21	1	1	380	32	348	84	32	32
Total	100	1	99				106	3	103				760	56	704			
	100%	1%	99%				100%	3%	97%				100%	7%	93%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	25	1	24	2	0	0	71	1	70	6	0	0	800	32	768	72	0	0
Exit	16	0	16	2	0	0	73	2	71	9	0	0	800	24	776	88	0	0
Total	41	1	40				144	3	141				1600	56	1544			
	100%	2%	98%				100%	2%	98%				100%	4%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	88	24	0	112	11	70	0	81	356	768	0	1124
Exit	11	16	0	27	92	71	0	163	348	776	0	1124
Total	99	40	0	139	103	141	0	244	704	1544	0	2248
Single-Use Trip Gen.	100	41	0	141	106	144	0	250	760	1600	0	2360
INTERNAL CAPTURE				**1%**				**2%**				**5%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 515

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office & Salvation Army (16,000 sf)	19.8 KSF	ITE (710)	218	25	3	28	6	31	37	88%	12%	17%	83%
Light Industrial	63.4 KSF	ITE (110)	442	51	7	58	7	55	62	88%	12%	12%	88%
Total Trips			**660**	**76**	**10**	**86**	**13**	**86**	**99**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office & Salvation Army (16,000 sf) (-5.6%)			-12	-2	0	-2	0	-2	-2				
Light Industrial (-5.6%)			-25	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-37	-5	0	-5	0	-5	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office & Salvation Army (16,000 sf) (-2.8%)			-6	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office & Salvation Army (16,000 sf) and Light Industrial				68	10	78	13	78	91				
Total External Trips			**605**	**68**	**10**	**78**	**13**	**78**	**91**				
New External Trips Percent of Total Project Trips			92%	89%	100%	91%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office & Salvation Army (16,000 sf) (6.3%)			14	2	0	2	0	2	2				
Light Industrial (6.3%)			28	4	0	4	0	4	4				
Total Transit Trips			42	6	0	6	0	6	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 515

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
ffice & Salvation Army (16,00				To-From Reta			Office & Salvation Army (16,000 sf			To-From Retail			Office & Salvation Army (16,00			To-From Retail		
Enter	68	0	68	21	0	0	13	0	13	4	0	0	303	0	303	45	0	0
Exit	10	0	10	2	0	0	78	0	78	18	0	0	303	0	303	67	0	0
Total	78	0	78				91	0	91				606	0	606			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office & Salvation Army			Residential Trips			To-From Office & Salvation Arm			Residential Trips			To-From Office & Salvation Army (16,000 s		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*		*Office*	*Ret.*	*Res.*	*Total*		*Office*	*Ret.*	*Res.*	*Total*
Enter	68	0	0	68		13	0	0	13		303	0	0	303
Exit	10	0	0	10		78	0	0	78		303	0	0	303
Total	78	0	0	78		91	0	0	91		606	0	0	606
Single-Use Trip Gen.	78	0	0	78		91	0	0	91		606	0	0	606
INTERNAL CAPTURE				**0%**					**0%**					**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

sf)

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 516

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 516

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 517

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	16.6 KSF	ITE (820)	2,114	32	21	53	94	97	191	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	31.3 KSF	ITE (110)	218	26	3	29	4	26	30	88%	12%	12%	88%
Total Trips			**2,332**	**58**	**24**	**82**	**98**	**123**	**221**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-23	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-12	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-35	-3	0	-3	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-245	-4	-2	-6	-11	-11	-22				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-251	-5	-2	-7	-11	-12	-23				
Internal Trips Within This Block			-74	-2	-2	-4	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				26	18	44	80	84	164				
Office and Light Industrial				22	2	24	3	21	24				
Total External Trips			**1,972**	**48**	**20**	**68**	**83**	**105**	**188**				
New External Trips Percent of Total Project Trips			85%	83%	83%	83%	85%	85%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			27	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			14	2	0	2	0	2	2				
Total Transit Trips			41	3	0	3	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 517

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	23	1	22	7	1	1	4	1	3	1	3	1	100	15	85	15	28	15
Exit	3	1	2	1	1	1	23	2	21	5	2	2	100	22	78	22	37	22
Total	26	2	24				27	3	24				200	37	163			
	100%	8%	92%				100%	11%	89%				100%	19%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	27	1	26	2	0	0	82	2	80	7	0	0	923	22	901	83	0	0
Exit	19	1	18	2	0	0	85	1	84	10	0	0	923	15	908	102	0	0
Total	46	2	44				167	3	164				1846	37	1809			
	100%	4%	96%				100%	2%	98%				100%	2%	98%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	22	26	0	48	3	80	0	83	85	901	0	986
Exit	2	18	0	20	21	84	0	105	78	908	0	986
Total	24	44	0	68	24	164	0	188	163	1809	0	1972
Single-Use Trip Gen.	26	46	0	72	27	167	0	194	200	1846	0	2046
INTERNAL CAPTURE				6%				3%				4%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 518

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	60 Units	ITE (230)	412	6	28	34	27	13	40	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			412	6	28	34	27	13	40				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office & Quinn Bldgs (17,269 sf)	36.6 KSF	ITE (710)	495	58	8	66	11	52	63	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**907**	**64**	**36**	**100**	**38**	**65**	**103**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-5	0	-1	-1	-1	0	-1				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office & Quinn Bldgs (17,269 sf) (-5.6%)			-28	-4	0	-4	-1	-3	-4				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-33	-4	-1	-5	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-40	-1	-2	-3	-2	-1	-3				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office & Quinn Bldgs (17,269 sf) (-2.8%)			-14	-2	0	-2	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-54	-3	-2	-5	-2	-3	-5				
Internal Trips Within This Block			-10	0	0	0	0	0	0				
New External Trips													
Residential				5	25	30	24	12	36				
Retail				0	0	0	0	0	0				
Office & Quinn Bldgs (17,269 sf) and Light Industrial				52	8	60	10	47	57				
Total External Trips			**810**	**57**	**33**	**90**	**34**	**59**	**93**				
New External Trips Percent of Total Project Trips			89%	89%	92%	90%	89%	91%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			7	0	1	1	1	0	1				
Retail (1.3%)			0	0	0	0	0	0	0				
Office & Quinn Bldgs (17,269 sf) (6.3%)			31	4	0	4	1	3	4				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			38	4	1	5	2	3	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 518

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office & Quinn Bldgs (17,269			To-From Retail			Office & Quinn Bldgs (17,269 sf)			To-From Retail			Office & Quinn Bldgs (17,269			To-From Retail		
Enter	52	0	52	16	0	0	10	0	10	3	0	0	227	0	227	34	0	0
Exit	8	0	8	2	0	0	47	0	47	11	0	0	227	5	222	50	0	0
Total	60	0	60				57	0	57				454	5	449			
	100%	0%	100%				100%	0%	100%				100%	1%	99%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	13	0	0	0	0	0	6	0	0	0	0	0	70	0
Exit	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0	61	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office & Quinn Bldgs (1			Residential Trips			To-From Office & Quinn Bldgs			Residential Trips			To-From Office & Quinn Bldgs (17,26		
Enter	5	0	5	0	0	0	24	0	24	0	1	0	184	5	179	7	5	5
Exit	25	0	25	0	0	0	12	0	12	0	0	0	184	0	184	0	0	0
Total	30	0	30				36	0	36				368	5	363			
	100%	0%	100%				100%	0%	100%				100%	1%	99%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	52	0	5	57	10	0	24	34	227	0	179	406
Exit	8	0	25	33	47	0	12	59	222	0	184	406
Total	60	0	30	90	57	0	36	93	449	0	363	812
Single-Use Trip Gen.	60	0	30	90	57	0	36	93	454	0	368	822
INTERNAL CAPTURE				**0%**				**0%**				**1%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

i9 sf)

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 519

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number 519

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-1a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-1a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-1b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	152.2 KSF	ITE (110)	1,061	123	17	140	18	130	148	88%	12%	12%	88%
Total Trips			**1,061**	**123**	**17**	**140**	**18**	**130**	**148**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-59	-7	-1	-8	-1	-7	-8				
Total Transit Adjustments			-59	-7	-1	-8	-1	-7	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-30	-4	0	-4	0	-4	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-30	-4	0	-4	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				112	16	128	17	119	136				
Total External Trips			**972**	**112**	**16**	**128**	**17**	**119**	**136**				
New External Trips Percent of Total Project Trips			92%	91%	94%	91%	94%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			67	8	1	9	1	8	9				
Total Transit Trips			67	8	1	9	1	8	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-1b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	112	0	112	35	0	0	17	0	17	5	0	0	486	0	486	73	0	0
Exit	16	0	16	4	0	0	119	0	119	27	0	0	486	0	486	107	0	0
Total	128	0	128				136	0	136				972	0	972			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	112	0	0	112	17	0	0	17	486	0	0	486
Exit	16	0	0	16	119	0	0	119	486	0	0	486
Total	128	0	0	128	136	0	0	136	972	0	0	972
Single-Use Trip Gen.	128	0	0	128	136	0	0	136	972	0	0	972
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-1c

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-1c

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-3

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	263.2 KSF	ITE (110)	1,864	213	29	242	31	224	255	88%	12%	12%	88%
Total Trips			**1,864**	**213**	**29**	**242**	**31**	**224**	**255**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-104	-12	-2	-14	-2	-12	-14				
Total Transit Adjustments			-104	-12	-2	-14	-2	-12	-14				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-52	-6	-1	-7	-1	-6	-7				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-52	-6	-1	-7	-1	-6	-7				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				195	26	221	28	206	234				
Total External Trips			**1,708**	**195**	**26**	**221**	**28**	**206**	**234**				
New External Trips Percent of Total Project Trips			92%	92%	90%	91%	90%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			117	13	2	15	2	14	16				
Total Transit Trips			117	13	2	15	2	14	16				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-3

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	195	0	195	60	0	0	28	0	28	9	0	0	854	0	854	128	0	0
Exit	26	0	26	6	0	0	206	0	206	47	0	0	854	0	854	188	0	0
Total	221	0	221				234	0	234				1708	0	1708			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	17	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	195	0	0	195	28	0	0	28	854	0	0	854
Exit	26	0	0	26	206	0	0	206	854	0	0	854
Total	221	0	0	221	234	0	0	234	1708	0	0	1708
Single-Use Trip Gen.	221	0	0	221	234	0	0	234	1708	0	0	1708
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-4

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-4

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-5a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-5a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-5b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-5b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-6

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-6

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-7

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-7

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-8

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	86.2 KSF	ITE (110)	601	70	9	79	10	74	84	88%	12%	12%	88%
Total Trips			**601**	**70**	**9**	**79**	**10**	**74**	**84**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-34	-4	0	-4	-1	-4	-5				
Total Transit Adjustments			-34	-4	0	-4	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-17	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-17	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				64	9	73	9	68	77				
Total External Trips			**550**	**64**	**9**	**73**	**9**	**68**	**77**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	90%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			38	4	1	5	1	4	5				
Total Transit Trips			38	4	1	5	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-8

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	64	0	64	20	0	0	9	0	9	3	0	0	275	0	275	41	0	0
Exit	9	0	9	2	0	0	68	0	68	16	0	0	275	0	275	61	0	0
Total	73	0	73				77	0	77				550	0	550			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	64	0	0	64	9	0	0	9	275	0	0	275
Exit	9	0	0	9	68	0	0	68	275	0	0	275
Total	73	0	0	73	77	0	0	77	550	0	0	550
Single-Use Trip Gen.	73	0	0	73	77	0	0	77	550	0	0	550
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-9

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	100.0 KSF	ITE (110)	697	81	11	92	12	85	97	88%	12%	12%	88%
Total Trips			**697**	**81**	**11**	**92**	**12**	**85**	**97**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-39	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-39	-4	-1	-5	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-20	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-20	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				74	10	84	11	78	89				
Total External Trips			**638**	**74**	**10**	**84**	**11**	**78**	**89**				
New External Trips Percent of Total Project Trips			92%	91%	91%	91%	92%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			44	5	1	6	1	5	6				
Total Transit Trips			44	5	1	6	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-9

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	74	0	74	23	0	0	11	0	11	3	0	0	319	0	319	48	0	0
Exit	10	0	10	2	0	0	78	0	78	18	0	0	319	0	319	70	0	0
Total	84	0	84				89	0	89				638	0	638			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	74	0	0	74	11	0	0	11	319	0	0	319
Exit	10	0	0	10	78	0	0	78	319	0	0	319
Total	84	0	0	84	89	0	0	89	638	0	0	638
Single-Use Trip Gen.	84	0	0	84	89	0	0	89	638	0	0	638
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-10

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	117.7 KSF	ITE (110)	821	95	13	108	14	100	114	88%	12%	12%	88%
Total Trips			**821**	**95**	**13**	**108**	**14**	**100**	**114**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-46	-5	-1	-6	-1	-5	-6				
Total Transit Adjustments			-46	-5	-1	-6	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-23	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-23	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				87	12	99	13	92	105				
Total External Trips			**752**	**87**	**12**	**99**	**13**	**92**	**105**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	93%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			52	6	1	7	1	6	7				
Total Transit Trips			52	6	1	7	1	6	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-10

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	87	0	87	27	0	0	13	0	13	4	0	0	376	0	376	56	0	0
Exit	12	0	12	3	0	0	92	0	92	21	0	0	376	0	376	83	0	0
Total	99	0	99				105	0	105				752	0	752			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	87	0	0	87	13	0	0	13	376	0	0	376
Exit	12	0	0	12	92	0	0	92	376	0	0	376
Total	99	0	0	99	105	0	0	105	752	0	0	752
Single-Use Trip Gen.	99	0	0	99	105	0	0	105	752	0	0	752
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-11

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-11

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-12

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-12

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-13

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	55.5 KSF	ITE (710)	848	103	14	117	14	69	83	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**848**	**103**	**14**	**117**	**14**	**69**	**83**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-47	-6	-1	-7	-1	-4	-5				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-47	-6	-1	-7	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-24	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-24	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				94	13	107	13	63	76				
Total External Trips			**777**	**94**	**13**	**107**	**13**	**63**	**76**				
New External Trips Percent of Total Project Trips			92%	91%	93%	91%	93%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			53	6	1	7	1	4	5				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			53	6	1	7	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-13

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	94	0	94	29	0	0	13	0	13	4	0	0	389	0	389	58	0	0
Exit	13	0	13	3	0	0	63	0	63	14	0	0	389	0	389	86	0	0
Total	107	0	107				76	0	76				778	0	778			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	94	0	0	94	13	0	0	13	389	0	0	389
Exit	13	0	0	13	63	0	0	63	389	0	0	389
Total	107	0	0	107	76	0	0	76	778	0	0	778
Single-Use Trip Gen.	107	0	0	107	76	0	0	76	778	0	0	778
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-14

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	91.7 KSF	ITE (110)	639	74	10	84	11	78	89	88%	12%	12%	88%
Total Trips			**639**	**74**	**10**	**84**	**11**	**78**	**89**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-36	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-36	-4	-1	-5	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-18	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				68	9	77	10	72	82				
Total External Trips			**585**	**68**	**9**	**77**	**10**	**72**	**82**				
New External Trips Percent of Total Project Trips			92%	92%	90%	92%	91%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			40	4	1	5	1	5	6				
Total Transit Trips			40	4	1	5	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-14

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	68	0	68	21	0	0	10	0	10	3	0	0	293	0	293	44	0	0
Exit	9	0	9	2	0	0	72	0	72	17	0	0	293	0	293	64	0	0
Total	77	0	77				82	0	82				586	0	586			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	68	0	0	68	10	0	0	10	293	0	0	293
Exit	9	0	0	9	72	0	0	72	293	0	0	293
Total	77	0	0	77	82	0	0	82	586	0	0	586
Single-Use Trip Gen.	77	0	0	77	82	0	0	82	586	0	0	586
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-15

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	56.4 KSF	ITE (110)	393	46	6	52	7	48	55	88%	12%	12%	88%
Total Trips			**393**	**46**	**6**	**52**	**7**	**48**	**55**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-22	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-22	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-11	-1	0	-1	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				42	6	48	7	43	50				
Total External Trips			**360**	**42**	**6**	**48**	**7**	**43**	**50**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			25	3	0	3	0	3	3				
Total Transit Trips			25	3	0	3	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-15

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	42	0	42	13	0	0	7	0	7	2	0	0	180	0	180	27	0	0
Exit	6	0	6	1	0	0	43	0	43	10	0	0	180	0	180	40	0	0
Total	48	0	48				50	0	50				360	0	360			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	42	0	0	42	7	0	0	7	180	0	0	180
Exit	6	0	0	6	43	0	0	43	180	0	0	180
Total	48	0	0	48	50	0	0	50	360	0	0	360
Single-Use Trip Gen.	48	0	0	48	50	0	0	50	360	0	0	360
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-16

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	121.4 KSF	ITE (110)	846	99	13	112	14	104	118	88%	12%	12%	88%
Total Trips			**846**	**99**	**13**	**112**	**14**	**104**	**118**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-47	-5	-1	-6	-1	-6	-7				
Total Transit Adjustments			-47	-5	-1	-6	-1	-6	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-24	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-24	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				91	12	103	13	95	108				
Total External Trips			**775**	**91**	**12**	**103**	**13**	**95**	**108**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	93%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			53	6	1	7	1	6	7				
Total Transit Trips			53	6	1	7	1	6	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-16

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	91	0	91	28	0	0	13	0	13	4	0	0	388	0	388	58	0	0
Exit	12	0	12	3	0	0	95	0	95	22	0	0	388	0	388	85	0	0
Total	103	0	103				108	0	108				776	0	776			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	91	0	0	91	13	0	0	13	388	0	0	388
Exit	12	0	0	12	95	0	0	95	388	0	0	388
Total	103	0	0	103	108	0	0	108	776	0	0	776
Single-Use Trip Gen.	103	0	0	103	108	0	0	108	776	0	0	776
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-17

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
Parcel Number T9-17

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Existing Land Uses
All Blocks

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	326 Units	ITE (230)	1,798	23	110	133	106	52	158	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	1,006 rooms	ITE (310)	8,631	437	279	716	315	279	594	61%	39%	53%	47%
Subtotal Residential			10,429	460	389	849	421	331	752				
Retail	384.3 KSF	ITE (820)	16,293	208	133	341	768	800	1,568	61%	39%	49%	51%
Office	1,312.1 KSF	ITE (710)	9,683	1,294	177	1,471	263	1,285	1,548	88%	12%	17%	83%
Light Industrial	5,070.3 KSF	ITE (110)	37,773	5,187	707	5,894	851	6,242	7,093	88%	12%	12%	88%
Total Trips			**74,178**	**7,149**	**1,406**	**8,555**	**2,303**	**8,658**	**10,961**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-136	-8	-6	-14	-6	-5	-11				
Retail (-1.1%)			-179	-2	-2	-4	-8	-9	-17				
Office (-5.6%)			-542	-72	-10	-82	-15	-72	-87				
Light Industrial (-5.6%)			-2,115	-290	-40	-330	-48	-349	-397				
Total Transit Adjustments			-2,972	-372	-58	-430	-77	-435	-512				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-1,001	-36	-31	-67	-36	-29	-65				
Retail (-11.6%)			-1,890	-24	-16	-40	-89	-93	-182				
Office (-2.8%)			-271	-36	-5	-41	-7	-36	-43				
Light Industrial (-2.8%)			-1,058	-145	-20	-165	-24	-175	-199				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-4,220	-241	-72	-313	-156	-333	-489				
Internal Trips Within This Block			-8,282	-129	-129	-258	-382	-382	-764				
Trips To-From Other Blocks within the River District													
New External Trips													
Residential				364	299	663	243	140	383				
Retail				124	57	181	479	516	995				
Office and Light Industrial				5,926	791	6,717	966	6,852	7,818				
Total			58,704	6,414	1,147	7,561	1,688	7,508	9,196				
New External Trips Percent of Total Project Trips			79%	90%	82%	88%	73%	87%	84%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			167	10	8	18	8	6	14				
Retail (1.3%)			212	2	2	4	10	10	20				
Office (6.3%)			610	82	11	93	17	81	98				
Light Industrial (6.3%)			2,380	326	45	371	54	393	447				
Total Transit Trips			3,369	420	66	486	89	490	579				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	5746	12	5734	1781	12	12	878	54	824	272	54	54	24446	586	23860	3667	586	586
Exit	809	18	791	186	12	12	5411	43	5368	1245	35	35	24446	930	23516	5378	782	782
Total	6555	30	6525				6289	97	6192				48892	1516	47376			
	100%	0%	100%				100%	2%	98%				100%	3%	97%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	592	65	527	53	158	53	1745	192	1553	157	170	157	19544	2187	17357	1759	1405	1405
Exit	384	58	326	46	86	46	1800	182	1618	216	128	128	19544	1806	17738	2150	1220	1220
Total	976	123	853				3545	374	3171				39088	3993	35095			
	100%	13%	87%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	277	52	225	6	16	6	412	136	276	8	108	8	3698	1368	2330	148	489	148
Exit	298	53	245	0	0	0	320	157	163	0	0	0	3698	1405	2293	0	0	0
Total	575	105	470				732	293	439				7396	2773	4623			
	100%	18%	82%				100%	40%	60%				100%	37%	63%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	5734	527	225	6486	824	1553	276	2653	23860	17357	2330	43547
Exit	791	326	245	1362	5368	1618	163	7149	23516	17738	2293	43547
Total	6525	853	470	7848	6192	3171	439	9802	47376	35095	4623	87094
Single-Use Trip Gen.	6555	976	575	8106	6289	3545	732	10566	48892	39088	7396	95376
INTERNAL CAPTURE				**3%**				**7%**				**9%**

Trips that stay in the District			258				764					8282
Sum of trips that stay in each block	(check)		86		(check)		244				(check	2798
Trips between blocks in the District	0		172		0		520				0	5484
Total project trips			8240				10387					93175

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

Time Period: AM Peak Hour

Note: PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips

APPENDIX G: TRANSPORTATION AND CIRCULATION, Grid 9 Trip Generation 2015

External Motor Vehicle Trips Generated by Land Use for Grid 9 Alternative in 2015							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 100	824	36	23	59	41	37	78
Parcel Number 101	2,275	64	42	106	102	99	201
Parcel Number 102	716	25	3	28	32	52	84 [a]
Parcel Number 103	946	27	17	44	49	47	96
Parcel Number 104	3,015	65	38	103	140	142	282
Parcel Number 105	2,237	97	26	123	82	123	205
Parcel Number 106	488	57	9	66	7	34	41
Parcel Number 107a	269	31	5	36	4	15	19
Parcel Number 107b	269	31	5	36	4	15	19
Parcel Number 108a	598	72	10	82	9	45	54
Parcel Number 108b	756	92	13	105	13	61	74
Parcel Number 109	0	0	0	0	0	0	0
Parcel Number 110	372	43	6	49	7	44	51
Parcel Number 111	1,390	38	22	60	67	67	134
Parcel Number 112a	1,304	162	22	184	25	123	148
Parcel Number 112b	2,086	32	20	52	93	97	190
Parcel Number 113a	471	54	8	62	9	57	66
Parcel Number 113b	0	0	0	0	0	0	0
Parcel Number 114	663	77	11	88	11	81	92
Parcel Number 115	1,764	60	37	97	79	71	150
Parcel Number 116	368	43	6	49	7	44	51
Parcel Number 117	2,324	170	32	202	73	164	237
Parcel Number 201	1,161	136	19	155	18	115	133
Parcel Number 202	711	86	12	98	12	56	68
Parcel Number 203	180	21	3	24	3	21	24
Parcel Number 204	180	21	3	24	3	21	24
Parcel Number 205	687	80	12	92	11	61	72
Parcel Number 206	343	39	6	45	6	42	48
Parcel Number 207	3,858	368	60	428	112	354	466
Parcel Number 212	1,526	24	16	40	67	70	137
Parcel Number 213	1,296	160	22	182	24	123	147
Parcel Number 214a	1,582	24	16	40	70	72	142
Parcel Number 214b	2,145	197	32	229	59	175	234
Parcel Number 216	458	54	16	70	23	50	73
Parcel Number 217	1,370	76	41	117	51	69	120
Parcel Number 218	176	20	3	23	2	10	12
Parcel Number 219	27	1	2	3	2	1	3
Parcel Number 300	1,359	158	21	179	23	165	188
Parcel Number 301	2,483	316	43	359	56	274	330
Parcel Number 302	2,878	368	50	418	65	319	384
Parcel Number 303	3,790	490	67	557	88	430	518
Parcel Number 304	3,145	61	30	91	136	159	295
Parcel Number 305	1,766	160	27	187	48	134	182
Parcel Number 306	641	74	10	84	11	78	89
Parcel Number 307	1,299	152	20	172	22	158	180
Parcel Number 308	1,755	159	26	185	47	134	181
Parcel Number 309	260	30	4	34	5	31	36

External Motor Vehicle Trips Generated by Land Use for Grid 9 Alternative in 2015							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 310	550	63	9	72	10	60	70
Parcel Number 311	173	20	3	23	3	21	24
Parcel Number 312	0	0	0	0	0	0	0
Parcel Number 313	0	0	0	0	0	0	0
Parcel Number 314	1,114	62	33	95	43	56	99
Parcel Number 315	0	0	0	0	0	0	0
Parcel Number 316	286	33	5	38	4	23	27
Parcel Number 317	0	0	0	0	0	0	0
Parcel Number 318	0	0	0	0	0	0	0
Parcel Number 319	0	0	0	0	0	0	0
Parcel Number 320	1,148	17	47	64	61	42	103
Parcel Number 321	1,368	21	56	77	73	51	124
Parcel Number 322	450	51	8	59	8	54	62
Parcel Number 323	0	0	0	0	0	0	0
Parcel Number 324	0	0	0	0	0	0	0
Parcel Number 400	999	116	16	132	17	122	139
Parcel Number 401	766	89	12	101	13	94	107
Parcel Number 402	537	62	9	71	9	66	75
Parcel Number 403	908	105	15	120	16	110	126
Parcel Number 404	0	0	0	0	0	0	0
Parcel Number 405	205	23	3	26	4	24	28
Parcel Number 406	480	55	8	63	9	58	67
Parcel Number 407a	811	94	13	107	14	99	113
Parcel Number 407b	146	16	3	19	3	17	20
Parcel Number 408	758	44	14	58	27	57	84
Parcel Number 409	684	83	11	94	11	53	64
Parcel Number 410	917	106	15	121	16	111	127
Parcel Number 411a	0	0	0	0	0	0	0
Parcel Number 411b	160	18	3	21	3	19	22
Parcel Number 412	263	30	5	35	5	32	37
Parcel Number 413	266	30	5	35	5	32	37
Parcel Number 414	390	44	7	51	7	47	54
Parcel Number 415	0	0	0	0	0	0	0
Parcel Number 416	0	0	0	0	0	0	0
Parcel Number 417a	391	44	7	51	7	47	54
Parcel Number 417b	1,037	21	10	31	44	49	93
Parcel Number 418a	1,794	60	20	80	73	108	181
Parcel Number 418b	634	36	12	48	22	46	68
Parcel Number 419	166	3	12	15	12	5	17
Parcel Number 420	91	2	6	8	6	4	10
Parcel Number 421	754	10	50	60	46	24	70
Parcel Number 422	1,062	50	33	83	45	64	109
Parcel Number 423	659	121	99	220	32	33	65
Parcel Number 424	155	13	6	19	5	15	20
Parcel Number 501a	426	49	7	56	7	46	53
Parcel Number 501b	261	30	5	35	5	32	37
Parcel Number 502	1,833	27	19	46	81	85	166
Parcel Number 503	341	39	6	45	6	42	48

External Motor Vehicle Trips Generated by Land Use for Grid 9 Alternative in 2015							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 504	2,150	43	21	64	92	107	199
Parcel Number 505a	4,163	58	39	97	190	195	385
Parcel Number 505b	27	1	2	3	2	1	3
Parcel Number 520a	0	0	0	0	0	0	0
Parcel Number 520b	0	0	0	0	0	0	0
Parcel Number 506	2,953	50	30	80	132	137	269
Parcel Number 507	1,844	73	23	96	71	114	185
Parcel Number 508	245	28	4	32	4	30	34
Parcel Number 509	465	53	8	61	9	56	65
Parcel Number 510	419	49	7	56	8	45	53
Parcel Number 511	2,637	81	28	109	111	154	265
Parcel Number 512	153	17	3	20	3	18	21
Parcel Number 513	576	67	9	76	10	71	81
Parcel Number 514	2,247	112	27	139	81	163	244
Parcel Number 515	605	68	10	78	13	78	91
Parcel Number 516	255	30	4	34	5	31	36
Parcel Number 517	1,972	48	20	68	83	105	188
Parcel Number 518	810	57	33	90	34	59	93
Parcel Number 519	0	0	0	0	0	0	0
Parcel Number T9-1a	0	0	0	0	0	0	0
Parcel Number T9-1b	972	112	16	128	17	119	136
Parcel Number T9-1c	1,475	24	56	80	78	55	133
Parcel Number T9-3	1,708	195	26	221	28	206	234
Parcel Number T9-4	1,844	28	61	89	94	73	167
Parcel Number T9-5a	0	0	0	0	0	0	0
Parcel Number T9-5b	0	0	0	0	0	0	0
Parcel Number T9-6	0	0	0	0	0	0	0
Parcel Number T9-7	1,436	23	54	77	76	53	129
Parcel Number T9-8	550	64	9	73	9	68	77
Parcel Number T9-9	638	74	10	84	11	78	89
Parcel Number T9-10	2,107	32	84	116	111	76	187
Parcel Number T9-11	1,616	25	59	84	83	62	145
Parcel Number T9-12	1,874	29	54	83	92	76	168
Parcel Number T9-13	4,036	313	57	370	131	333	464
Parcel Number T9-14	4,367	356	62	418	139	368	507
Parcel Number T9-15	360	42	6	48	7	43	50
Parcel Number T9-16	1,328	22	38	60	66	53	119
Parcel Number T9-17	3,800	379	59	438	108	358	466
Total	**130,826**	**8,791**	**2,427**	**11,218**	**4,468**	**9,773**	**14,241**

Source: Dowling Associates, Inc. 2009

[a] Memorandum: Powerhouse Science Center (IR09-143) – Traffic Impact Analysis Assessment, Aelita Milatzo, 2009.

Note: Some parcels generate fewer auto trips in 2035 than in 2015 for the same land use because of improved transit service.

Transit Trips Generated by Land Use for Grid 9 Alternative in 2015							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 100	15	1	0	1	1	1	2
Parcel Number 101	42	2	1	3	2	2	4
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	17	1	0	1	1	1	2
Parcel Number 104	54	2	0	2	3	2	5
Parcel Number 105	68	6	1	7	2	4	6
Parcel Number 106	34	4	1	5	1	2	3
Parcel Number 107a	18	2	0	2	0	1	1
Parcel Number 107b	18	2	0	2	0	1	1
Parcel Number 108a	41	5	1	6	1	3	4
Parcel Number 108b	52	6	1	7	1	4	5
Parcel Number 109	0	0	0	0	0	0	0
Parcel Number 110	26	3	0	3	0	4	4
Parcel Number 111	25	1	0	1	2	1	3
Parcel Number 112a	90	11	2	13	2	8	10
Parcel Number 112b	31	1	0	1	1	2	3
Parcel Number 113a	32	4	0	4	1	4	5
Parcel Number 113b	0	0	0	0	0	0	0
Parcel Number 114	46	5	1	6	1	5	6
Parcel Number 115	32	1	1	2	1	2	3
Parcel Number 116	25	3	0	3	0	4	4
Parcel Number 117	101	11	1	12	3	8	11
Parcel Number 201	79	9	2	11	2	7	9
Parcel Number 202	49	6	1	7	1	4	5
Parcel Number 203	12	2	0	2	0	2	2
Parcel Number 204	12	2	0	2	0	2	2
Parcel Number 205	48	7	0	7	0	5	5
Parcel Number 206	24	3	0	3	0	3	3
Parcel Number 207	205	24	3	27	5	22	27
Parcel Number 212	23	1	0	1	1	1	2
Parcel Number 213	89	11	2	13	2	8	10
Parcel Number 214a	24	1	0	1	1	1	2
Parcel Number 214b	112	12	2	14	2	11	13
Parcel Number 216	28	4	0	4	1	3	4
Parcel Number 217	52	4	2	6	2	3	5
Parcel Number 218	12	1	0	1	0	1	1
Parcel Number 219	0	0	0	0	0	0	0
Parcel Number 300	93	11	1	12	2	11	13
Parcel Number 301	171	22	3	25	4	19	23
Parcel Number 302	198	26	3	29	4	22	26
Parcel Number 303	261	33	5	38	6	30	36
Parcel Number 304	57	3	0	3	2	4	6
Parcel Number 305	91	11	1	12	2	8	10
Parcel Number 306	44	5	1	6	1	5	6
Parcel Number 307	89	11	1	12	1	11	12
Parcel Number 308	91	11	1	12	2	8	10
Parcel Number 309	18	2	0	2	0	2	2

Transit Trips Generated by Land Use for Grid 9 Alternative in 2015							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 310	37	5	0	5	1	4	5
Parcel Number 311	12	2	0	2	0	2	2
Parcel Number 312	0	0	0	0	0	0	0
Parcel Number 313	0	0	0	0	0	0	0
Parcel Number 314	43	4	1	5	1	3	4
Parcel Number 315	0	0	0	0	0	0	0
Parcel Number 316	20	3	0	3	0	2	2
Parcel Number 317	0	0	0	0	0	0	0
Parcel Number 318	0	0	0	0	0	0	0
Parcel Number 319	0	0	0	0	0	0	0
Parcel Number 320	21	0	1	1	1	1	2
Parcel Number 321	25	0	1	1	1	1	2
Parcel Number 322	31	4	0	4	0	4	4
Parcel Number 323	0	0	0	0	0	0	0
Parcel Number 324	0	0	0	0	0	0	0
Parcel Number 400	69	8	1	9	1	9	10
Parcel Number 401	53	6	1	7	1	6	7
Parcel Number 402	37	4	1	5	1	4	5
Parcel Number 403	62	7	1	8	1	8	9
Parcel Number 404	0	0	0	0	0	0	0
Parcel Number 405	14	2	0	2	0	2	2
Parcel Number 406	33	4	0	4	1	4	5
Parcel Number 407a	56	6	1	7	1	7	8
Parcel Number 407b	10	1	0	1	0	1	1
Parcel Number 408	31	3	0	3	0	4	4
Parcel Number 409	47	5	1	6	1	3	4
Parcel Number 410	63	7	1	8	1	8	9
Parcel Number 411a	0	0	0	0	0	0	0
Parcel Number 411b	11	1	0	1	0	2	2
Parcel Number 412	18	2	0	2	0	3	3
Parcel Number 413	18	2	0	2	0	3	3
Parcel Number 414	27	4	0	4	0	4	4
Parcel Number 415	0	0	0	0	0	0	0
Parcel Number 416	0	0	0	0	0	0	0
Parcel Number 417a	27	4	0	4	0	4	4
Parcel Number 417b	17	0	0	0	0	1	1
Parcel Number 418a	46	4	0	4	1	4	5
Parcel Number 418b	24	2	0	2	0	3	3
Parcel Number 419	3	0	0	0	0	0	0
Parcel Number 420	2	0	0	0	0	0	0
Parcel Number 421	14	0	1	1	1	0	1
Parcel Number 422	37	3	1	4	1	4	5
Parcel Number 423	0	0	0	0	0	0	0
Parcel Number 424	8	1	0	1	0	1	1
Parcel Number 501a	30	4	0	4	0	3	3
Parcel Number 501b	18	2	0	2	0	3	3
Parcel Number 502	27	1	0	1	1	1	2
Parcel Number 503	23	3	0	3	0	3	3

Transit Trips Generated by Land Use for Grid 9 Alternative in 2015							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 504	39	2	0	2	1	3	4
Parcel Number 505a	63	1	0	1	3	3	6
Parcel Number 505b	0	0	0	0	0	0	0
Parcel Number 520a	0	0	0	0	0	0	0
Parcel Number 520b	0	0	0	0	0	0	0
Parcel Number 506	52	2	0	2	2	2	4
Parcel Number 507	53	4	0	4	1	5	6
Parcel Number 508	17	2	0	2	0	2	2
Parcel Number 509	32	4	0	4	0	4	4
Parcel Number 510	29	4	0	4	0	3	3
Parcel Number 511	64	5	0	5	1	6	7
Parcel Number 512	11	1	0	1	0	1	1
Parcel Number 513	40	4	1	5	1	5	6
Parcel Number 514	76	7	1	8	2	7	9
Parcel Number 515	42	6	0	6	0	6	6
Parcel Number 516	18	2	0	2	0	2	2
Parcel Number 517	41	3	0	3	1	3	4
Parcel Number 518	38	4	1	5	2	3	5
Parcel Number 519	0	0	0	0	0	0	0
Parcel Number T9-1a	0	0	0	0	0	0	0
Parcel Number T9-1b	67	8	1	9	1	8	9
Parcel Number T9-1c	27	0	1	1	1	1	2
Parcel Number T9-3	117	13	2	15	2	14	16
Parcel Number T9-4	34	1	1	2	2	2	4
Parcel Number T9-5a	0	0	0	0	0	0	0
Parcel Number T9-5b	0	0	0	0	0	0	0
Parcel Number T9-6	0	0	0	0	0	0	0
Parcel Number T9-7	26	0	1	1	1	1	2
Parcel Number T9-8	38	4	1	5	1	4	5
Parcel Number T9-9	44	5	1	6	1	5	6
Parcel Number T9-10	38	0	2	2	2	2	4
Parcel Number T9-11	30	0	1	1	1	1	2
Parcel Number T9-12	35	1	1	2	2	1	3
Parcel Number T9-13	184	20	3	23	5	19	24
Parcel Number T9-14	206	24	3	27	5	22	27
Parcel Number T9-15	25	3	0	3	0	3	3
Parcel Number T9-16	25	0	1	1	1	1	2
Parcel Number T9-17	210	25	3	28	4	23	27
Total	**5,384**	**552**	**75**	**627**	**123**	**526**	**649**

Source: Dowling Associates, Inc. 2009

River District Specific Plan Traffic Study - Trip Generation
Adjustments to ITE Trip Generation Rates for High Non-Auto Travel

Shares of Total Trips				
Transit Shares	**Work Trips[a]**	**Non-Work Trips[b]**		**Total**
Walk Access				
Downtown	7.4%	1.8%		
Suburban	1.4%	0.3%		
Increase Above Suburban Conditions	6.0%	1.5%		
Drive Access				
Downtown	6.2%	1.2%		
Suburban	0.1%	0.3%		
Increase Above Suburban Conditions	6.1%	0.9%		
Walk, Bike & Other Non-Auto Shares				
Downtown	4.5%	18.8%		
Suburban	2.8%	6.5%		
Increase Above Suburban Conditions	1.7%	12.3%		
Adjustments for Higher Transit Use Downtown				
Office[1]	5.4%	0.1%		5.6%
Retail[2]	0.4%	0.7%		1.1%
Residential[3,c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	1.2%	0.3%	0.1%	1.7%
PM Peak Hour	1.0%	0.3%	0.2%	1.5%
Daily	0.8%	0.3%	0.2%	1.3%
Adjustments for Higher Walk, Bike & Other Non-Auto Travel Downtown				
Office[1]	1.5%	1.2%		2.8%
Retail[2]	0.1%	11.4%		11.6%
Residential[c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	0.7%	5.4%	1.8%	7.9%
PM Peak Hour	0.6%	4.7%	3.4%	8.6%
Daily	0.4%	5.6%	3.6%	9.6%
Transit Trips				
	Work Trips	**Non-Work Trips**		
Office[1]	6.1%	0.2%		6.3%
Retail[2]	0.5%	0.8%		1.3%
Residential[c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	1.5%	0.4%	0.1%	2.1%
PM Peak Hour	1.3%	0.3%	0.2%	1.9%
Daily	0.9%	0.4%	0.3%	1.6%

[1] Assumes 90 percent of office trips are work trips.

[2] Assumes 7 percent of retail trips are work trips. Non-work trips would only include walk trips to transit.

[3] Transit adjustments for residential uses only include walk trips to transit.

Source: *Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey* , DKS, 2001.
Table references from the source are provided as follows:

[a] Table A26

[b] Table A27

[c] The amount of transit use for each trip purpose is based on the following data from Table A33:

Travel Hours	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	**Total**
AM Peak Hour	73,190	78,124	25,868	177,182
PM Peak Hour	60,563	67,068	47,784	175,415
Daily	473,704	861,535	557,764	1,893,003

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 100

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	145 rooms	ITE (310)	925	40	25	65	46	40	86	61%	39%	53%	47%
Subtotal Residential			925	40	25	65	46	40	86				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**925**	**40**	**25**	**65**	**46**	**40**	**86**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-12	-1	0	-1	-1	0	-1				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-12	-1	0	-1	-1	0	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-89	-3	-2	-5	-4	-3	-7				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-89	-3	-2	-5	-4	-3	-7				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				36	23	59	41	37	78				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**824**	**36**	**23**	**59**	**41**	**37**	**78**				
New External Trips Percent of Total Project Trips			89%	90%	92%	91%	89%	93%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			15	1	0	1	1	1	2				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			15	1	0	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 100

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	12	0	0	0	0	0	20	0	0	0	0	0	157	0
Exit	0	0	0	0	11	0	0	0	0	0	13	0	0	0	0	0	136	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	36	0	36	1	0	0	41	0	41	1	0	0	412	0	412	16	0	0
Exit	23	0	23	0	0	0	37	0	37	0	0	0	412	0	412	0	0	0
Total	59	0	59				78	0	78				824	0	824			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	36	36	0	0	41	41	0	0	412	412
Exit	0	0	23	23	0	0	37	37	0	0	412	412
Total	0	0	59	59	0	0	78	78	0	0	824	824
Single-Use Trip Gen.	0	0	59	59	0	0	78	78	0	0	824	824
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 101

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	174 rooms	ITE (310)	1,184	49	32	81	55	48	103	61%	39%	53%	47%
Subtotal Residential			1,184	49	32	81	55	48	103				
Retail	12.4 KSF	ITE (820)	1,748	27	18	45	77	80	157	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,932**	**76**	**50**	**126**	**132**	**128**	**260**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-15	-1	0	-1	-1	-1	-2				
Retail (-1.1%)			-19	0	0	0	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-34	-1	0	-1	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-114	-4	-2	-6	-5	-4	-9				
Retail (-11.6%)			-203	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-317	-7	-4	-11	-14	-13	-27				
Internal Trips Within This Block			-306	-4	-4	-8	-14	-14	-28				
New External Trips													
Residential				42	28	70	41	37	78				
Retail				22	14	36	61	62	123				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,275**	**64**	**42**	**106**	**102**	**99**	**201**				
New External Trips Percent of Total Project Trips			78%	84%	84%	84%	77%	77%	77%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			19	1	1	2	1	1	2				
Retail (1.3%)			23	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			42	2	1	3	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 101

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	23	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	31	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	2	22	2	16	2	67	6	61	6	23	6	763	69	694	69	201	69
Exit	16	2	14	2	14	2	70	8	62	8	15	8	763	84	679	84	174	84
Total	40	4	36				137	14	123				1526	153	1373			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	44	2	42	1	0	0	49	8	41	1	0	0	528	84	444	21	0	0
Exit	30	2	28	0	0	0	43	6	37	0	0	0	528	69	459	0	0	0
Total	74	4	70				92	14	78				1056	153	903			
	100%	5%	95%				100%	15%	85%				100%	14%	86%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	22	42	64	0	61	41	102	0	694	444	1138
Exit	0	14	28	42	0	62	37	99	0	679	459	1138
Total	0	36	70	106	0	123	78	201	0	1373	903	2276
Single-Use Trip Gen.	0	40	74	114	0	137	92	229	0	1526	1056	2582
INTERNAL CAPTURE				**7%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 102

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Powerhouse Science Center	0 KSF	Dowling	0	0	0	0	0	0	0	90%	10%	10%	90%
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 102

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 103

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	69 rooms	ITE (310)	244	16	10	26	22	19	41	61%	39%	53%	47%
Subtotal Residential			244	16	10	26	22	19	41				
Retail	5.3 KSF	ITE (820)	1,008	16	11	27	44	45	89	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,252**	**32**	**21**	**53**	**66**	**64**	**130**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-3	0	0	0	-1	0	-1				
Retail (-1.1%)			-11	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-14	0	0	0	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-23	-1	-1	-2	-2	-2	-4				
Retail (-11.6%)			-117	-2	-1	-3	-5	-5	-10				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-140	-3	-2	-5	-7	-7	-14				
Internal Trips Within This Block			-152	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				14	8	22	14	13	27				
Retail				13	9	22	35	34	69				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**946**	**27**	**17**	**44**	**49**	**47**	**96**				
New External Trips Percent of Total Project Trips			76%	84%	81%	83%	74%	73%	74%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			4	1	0	1	1	0	1				
Retail (1.3%)			13	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			17	1	0	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 103

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	13	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	18	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	14	1	13	1	5	1	39	4	35	4	9	4	440	40	400	40	41	40
Exit	10	1	9	1	5	1	39	5	34	5	6	5	440	36	404	48	36	36
Total	24	2	22				78	9	69				880	76	804			
	100%	8%	92%				100%	12%	88%				100%	9%	91%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	15	1	14	0	0	0	19	5	14	0	0	0	109	36	73	4	0	0
Exit	9	1	8	0	0	0	17	4	13	0	0	0	109	40	69	0	0	0
Total	24	2	22				36	9	27				218	76	142			
	100%	8%	92%				100%	25%	75%				100%	35%	65%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	13	14	27	0	35	14	49	0	400	73	473
Exit	0	9	8	17	0	34	13	47	0	404	69	473
Total	0	22	22	44	0	69	27	96	0	804	142	946
Single-Use Trip Gen.	0	24	24	48	0	78	36	114	0	880	218	1098
INTERNAL CAPTURE				**8%**				**16%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 104

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	126 rooms	ITE (310)	755	33	21	54	39	35	74	61%	39%	53%	47%
Subtotal Residential			755	33	21	54	39	35	74				
Retail	31.8 KSF	ITE (820)	3,228	48	30	78	145	151	296	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,983**	**81**	**51**	**132**	**184**	**186**	**370**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-10	-1	0	-1	-1	0	-1				
Retail (-1.1%)			-36	-1	0	-1	-1	-2	-3				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-46	-2	0	-2	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-72	-2	-2	-4	-3	-3	-6				
Retail (-11.6%)			-374	-5	-4	-9	-17	-17	-34				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-446	-7	-6	-13	-20	-20	-40				
Internal Trips Within This Block			-476	-7	-7	-14	-22	-22	-44				
New External Trips													
Residential				27	15	42	24	21	45				
Retail				39	23	62	116	121	237				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**3,015**	**65**	**38**	**103**	**140**	**142**	**282**				
New External Trips Percent of Total Project Trips			76%	80%	75%	78%	76%	76%	76%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			12	1	0	1	1	0	1				
Retail (1.3%)			42	1	0	1	2	2	4				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			54	2	0	2	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 104

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	42	0
Exit	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	56	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	42	4	38	4	10	4	127	11	116	11	17	11	1409	127	1282	127	128	127
Exit	26	3	23	3	9	3	132	11	121	16	11	11	1409	111	1298	155	111	111
Total	68	7	61				259	22	237				2818	238	2580			
	100%	10%	90%				100%	8%	92%				100%	8%	92%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	30	3	27	1	0	0	35	11	24	1	0	0	337	111	226	13	0	0
Exit	19	4	15	0	0	0	32	11	21	0	0	0	337	127	210	0	0	0
Total	49	7	42				67	22	45				674	238	436			
	100%	14%	86%				100%	33%	67%				100%	35%	65%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	38	27	65	0	116	24	140	0	1282	226	1508
Exit	0	23	15	38	0	121	21	142	0	1298	210	1508
Total	0	61	42	103	0	237	45	282	0	2580	436	3016
Single-Use Trip Gen.	0	68	49	117	0	259	67	326	0	2818	674	3492
INTERNAL CAPTURE				**12%**				**13%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 105

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	15.2 KSF	ITE (820)	2,000	31	20	51	88	92	180	61%	39%	49%	51%
Office	40.8 KSF	ITE (710)	669	80	11	91	10	51	61	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,669**	**111**	**31**	**142**	**98**	**143**	**241**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-22	-1	0	-1	-1	-1	-2				
Office (-5.6%)			-37	-4	-1	-5	-1	-2	-3				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-59	-5	-1	-6	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-232	-4	-2	-6	-10	-11	-21				
Office (-2.8%)			-19	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-251	-7	-2	-9	-10	-13	-23				
Internal Trips Within This Block			-122	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				25	17	42	75	78	153				
Office and Light Industrial				72	9	81	7	45	52				
Total External Trips			**2,237**	**97**	**26**	**123**	**82**	**123**	**205**				
New External Trips Percent of Total Project Trips			84%	87%	84%	87%	84%	86%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			26	1	0	1	1	1	2				
Office (6.3%)			42	5	1	6	1	3	4				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			68	6	1	7	2	4	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 105

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	73	1	72	23	1	1	9	2	7	3	2	2	307	26	281	46	26	26
Exit	10	1	9	2	1	1	47	2	45	11	2	2	307	35	272	68	35	35
Total	83	2	81				56	4	52				614	61	553			
	100%	2%	98%				100%	7%	93%				100%	10%	90%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	26	1	25	2	0	0	77	2	75	7	0	0	873	35	838	79	0	0
Exit	18	1	17	2	0	0	80	2	78	10	0	0	873	26	847	96	0	0
Total	44	2	42				157	4	153				1746	61	1685			
	100%	5%	95%				100%	3%	97%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	72	25	0	97	7	75	0	82	281	838	0	1119
Exit	9	17	0	26	45	78	0	123	272	847	0	1119
Total	81	42	0	123	52	153	0	205	553	1685	0	2238
Single-Use Trip Gen.	83	44	0	127	56	157	0	213	614	1746	0	2360
INTERNAL CAPTURE				3%				4%				5%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 106

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	30.4 KSF	ITE (710)	533	63	9	72	8	37	45	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**533**	**63**	**9**	**72**	**8**	**37**	**45**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-30	-4	0	-4	-1	-2	-3				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-30	-4	0	-4	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-15	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-15	-2	0	-2	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				57	9	66	7	34	41				
Total External Trips			**488**	**57**	**9**	**66**	**7**	**34**	**41**				
New External Trips Percent of Total Project Trips			92%	90%	100%	92%	88%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			34	4	1	5	1	2	3				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			34	4	1	5	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 106

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	57	0	57	18	0	0	7	0	7	2	0	0	244	0	244	37	0	0
Exit	9	0	9	2	0	0	34	0	34	8	0	0	244	0	244	54	0	0
Total	66	0	66				41	0	41				488	0	488			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	57	0	0	57	7	0	0	7	244	0	0	244
Exit	9	0	0	9	34	0	0	34	244	0	0	244
Total	66	0	0	66	41	0	0	41	488	0	0	488
Single-Use Trip Gen.	66	0	0	66	41	0	0	41	488	0	0	488
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 107a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	14.0 KSF	ITE (710)	293	34	5	39	4	17	21	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**293**	**34**	**5**	**39**	**4**	**17**	**21**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-16	-2	0	-2	0	-1	-1				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-16	-2	0	-2	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-8	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				31	5	36	4	15	19				
Total External Trips			**269**	**31**	**5**	**36**	**4**	**15**	**19**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	88%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			18	2	0	2	0	1	1				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			18	2	0	2	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 107a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	31	0	31	10	0	0	4	0	4	1	0	0	135	0	135	20	0	0
Exit	5	0	5	1	0	0	15	0	15	3	0	0	135	0	135	30	0	0
Total	36	0	36				19	0	19				270	0	270			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	31	0	0	31	4	0	0	4	135	0	0	135
Exit	5	0	0	5	15	0	0	15	135	0	0	135
Total	36	0	0	36	19	0	0	19	270	0	0	270
Single-Use Trip Gen.	36	0	0	36	19	0	0	19	270	0	0	270
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 107b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	14.0 KSF	ITE (710)	293	34	5	39	4	17	21	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**293**	**34**	**5**	**39**	**4**	**17**	**21**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-16	-2	0	-2	0	-1	-1				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-16	-2	0	-2	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-8	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				31	5	36	4	15	19				
Total External Trips			**269**	**31**	**5**	**36**	**4**	**15**	**19**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	88%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			18	2	0	2	0	1	1				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			18	2	0	2	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 107b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	31	0	31	10	0	0	4	0	4	1	0	0	135	0	135	20	0	0
Exit	5	0	5	1	0	0	15	0	15	3	0	0	135	0	135	30	0	0
Total	36	0	36				19	0	19				270	0	270			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	31	0	0	31	4	0	0	4	135	0	0	135
Exit	5	0	0	5	15	0	0	15	135	0	0	135
Total	36	0	0	36	19	0	0	19	270	0	0	270
Single-Use Trip Gen.	36	0	0	36	19	0	0	19	270	0	0	270
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 108a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	39.6 KSF	ITE (710)	653	78	11	89	10	49	59	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**653**	**78**	**11**	**89**	**10**	**49**	**59**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-37	-4	-1	-5	-1	-2	-3				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-37	-4	-1	-5	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-18	-2	0	-2	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				72	10	82	9	45	54				
Total External Trips			**598**	**72**	**10**	**82**	**9**	**45**	**54**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	90%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			41	5	1	6	1	3	4				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			41	5	1	6	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 108a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	72	0	72	22	0	0	9	0	9	3	0	0	299	0	299	45	0	0
Exit	10	0	10	2	0	0	45	0	45	10	0	0	299	0	299	66	0	0
Total	82	0	82				54	0	54				598	0	598			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	72	0	0	72	9	0	0	9	299	0	0	299
Exit	10	0	0	10	45	0	0	45	299	0	0	299
Total	82	0	0	82	54	0	0	54	598	0	0	598
Single-Use Trip Gen.	82	0	0	82	54	0	0	54	598	0	0	598
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 108b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	53.6 KSF	ITE (710)	825	100	14	114	14	66	80	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**825**	**100**	**14**	**114**	**14**	**66**	**80**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-46	-5	-1	-6	-1	-3	-4				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-46	-5	-1	-6	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-23	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-23	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				92	13	105	13	61	74				
Total External Trips			**756**	**92**	**13**	**105**	**13**	**61**	**74**				
New External Trips Percent of Total Project Trips			92%	92%	93%	92%	93%	92%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			52	6	1	7	1	4	5				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			52	6	1	7	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 108b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	92	0	92	29	0	0	13	0	13	4	0	0	378	0	378	57	0	0
Exit	13	0	13	3	0	0	61	0	61	14	0	0	378	0	378	83	0	0
Total	105	0	105				74	0	74				756	0	756			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	92	0	0	92	13	0	0	13	378	0	0	378
Exit	13	0	0	13	61	0	0	61	378	0	0	378
Total	105	0	0	105	74	0	0	74	756	0	0	756
Single-Use Trip Gen.	105	0	0	105	74	0	0	74	756	0	0	756
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 109

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 109

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 110

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	58.2 KSF	ITE (110)	406	48	6	54	7	49	56	88%	12%	12%	88%
Total Trips			**406**	**48**	**6**	**54**	**7**	**49**	**56**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-23	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-23	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-11	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				43	6	49	7	44	51				
Total External Trips			**372**	**43**	**6**	**49**	**7**	**44**	**51**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			26	3	0	3	0	4	4				
Total Transit Trips			26	3	0	3	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 110

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	43	0	43	13	0	0	7	0	7	2	0	0	186	0	186	28	0	0
Exit	6	0	6	1	0	0	44	0	44	10	0	0	186	0	186	41	0	0
Total	49	0	49				51	0	51				372	0	372			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	43	0	0	43	7	0	0	7	186	0	0	186
Exit	6	0	0	6	44	0	0	44	186	0	0	186
Total	49	0	0	49	51	0	0	51	372	0	0	372
Single-Use Trip Gen.	49	0	0	49	51	0	0	51	372	0	0	372
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 111

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	93 rooms	ITE (310)	459	23	14	37	29	26	55	61%	39%	53%	47%
Subtotal Residential			459	23	14	37	29	26	55				
Retail	8.9 KSF	ITE (820)	1,405	23	14	37	61	64	125	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,864**	**46**	**28**	**74**	**90**	**90**	**180**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-6	-1	0	-1	-1	0	-1				
Retail (-1.1%)			-15	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-21	-1	0	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-44	-2	-1	-3	-3	-2	-5				
Retail (-11.6%)			-163	-2	-2	-4	-7	-8	-15				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-207	-4	-3	-7	-10	-10	-20				
Internal Trips Within This Block			-246	-3	-3	-6	-12	-12	-24				
New External Trips													
Residential				19	11	30	18	19	37				
Retail				20	11	31	49	48	97				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,390**	**38**	**22**	**60**	**67**	**67**	**134**				
New External Trips Percent of Total Project Trips			75%	83%	79%	81%	74%	74%	74%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			7	1	0	1	1	0	1				
Retail (1.3%)			18	0	0	0	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			25	1	0	1	2	1	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 111

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	18	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	25	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	21	2	19	2	7	2	54	5	49	5	13	5	614	55	559	55	78	55
Exit	12	1	11	1	6	1	55	7	48	7	8	7	614	68	546	68	68	68
Total	33	3	30				109	12	97				1228	123	1105			
	100%	9%	91%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	20	1	19	0	0	0	25	7	18	1	0	0	205	68	137	8	0	0
Exit	13	2	11	0	0	0	24	5	19	0	0	0	205	55	150	0	0	0
Total	33	3	30				49	12	37				410	123	287			
	100%	9%	91%				100%	24%	76%				100%	30%	70%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	19	19	38	0	49	18	67	0	559	137	696
Exit	0	11	11	22	0	48	19	67	0	546	150	696
Total	0	30	30	60	0	97	37	134	0	1105	287	1392
Single-Use Trip Gen.	0	33	33	66	0	109	49	158	0	1228	410	1638
INTERNAL CAPTURE				**9%**				**15%**				**15%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 112a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	108.9 KSF	ITE (710)	1,424	177	24	201	28	134	162	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,424**	**177**	**24**	**201**	**28**	**134**	**162**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-80	-10	-1	-11	-2	-7	-9				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-80	-10	-1	-11	-2	-7	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-40	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-40	-5	-1	-6	-1	-4	-5				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				162	22	184	25	123	148				
Total External Trips			**1,304**	**162**	**22**	**184**	**25**	**123**	**148**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	89%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			90	11	2	13	2	8	10				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			90	11	2	13	2	8	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 112a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	162	0	162	50	0	0	25	0	25	8	0	0	652	0	652	98	0	0
Exit	22	0	22	5	0	0	123	0	123	28	0	0	652	0	652	143	0	0
Total	184	0	184				148	0	148				1304	0	1304			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	13	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	162	0	0	162	25	0	0	25	652	0	0	652
Exit	22	0	0	22	123	0	0	123	652	0	0	652
Total	184	0	0	184	148	0	0	148	1304	0	0	1304
Single-Use Trip Gen.	184	0	0	184	148	0	0	148	1304	0	0	1304
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 112b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	20.0 KSF	ITE (820)	2,389	37	23	60	106	111	217	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,389**	**37**	**23**	**60**	**106**	**111**	**217**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-26	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-26	-1	0	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-277	-4	-3	-7	-12	-13	-25				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-277	-4	-3	-7	-12	-13	-25				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				32	20	52	93	97	190				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,086**	**32**	**20**	**52**	**93**	**97**	**190**				
New External Trips Percent of Total Project Trips			87%	86%	87%	87%	88%	87%	88%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			31	1	0	1	1	2	3				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			31	1	0	1	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 112b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	31	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	42	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	32	0	32	3	0	0	93	0	93	8	0	0	1043	0	1043	94	0	0
Exit	20	0	20	2	0	0	97	0	97	12	0	0	1043	0	1043	115	0	0
Total	52	0	52				190	0	190				2086	0	2086			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	32	0	32	0	93	0	93	0	1043	0	1043
Exit	0	20	0	20	0	97	0	97	0	1043	0	1043
Total	0	52	0	52	0	190	0	190	0	2086	0	2086
Single-Use Trip Gen.	0	52	0	52	0	190	0	190	0	2086	0	2086
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 113a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	73.7 KSF	ITE (110)	514	60	8	68	9	63	72	88%	12%	12%	88%
Total Trips			**514**	**60**	**8**	**68**	**9**	**63**	**72**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-29	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-29	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-14	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				54	8	62	9	57	66				
Total External Trips			**471**	**54**	**8**	**62**	**9**	**57**	**66**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			32	4	0	4	1	4	5				
Total Transit Trips			32	4	0	4	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 113a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	54	0	54	17	0	0	9	0	9	3	0	0	236	0	236	35	0	0
Exit	8	0	8	2	0	0	57	0	57	13	0	0	236	0	236	52	0	0
Total	62	0	62				66	0	66				472	0	472			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	54	0	0	54	9	0	0	9	236	0	0	236
Exit	8	0	0	8	57	0	0	57	236	0	0	236
Total	62	0	0	62	66	0	0	66	472	0	0	472
Single-Use Trip Gen.	62	0	0	62	66	0	0	66	472	0	0	472
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 113b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 113b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 114

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	103.9 KSF	ITE (110)	724	84	12	96	12	89	101	88%	12%	12%	88%
Total Trips			**724**	**84**	**12**	**96**	**12**	**89**	**101**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-41	-4	-1	-5	-1	-5	-6				
Total Transit Adjustments			-41	-4	-1	-5	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-20	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-20	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				77	11	88	11	81	92				
Total External Trips			**663**	**77**	**11**	**88**	**11**	**81**	**92**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			46	5	1	6	1	5	6				
Total Transit Trips			46	5	1	6	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 114

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	77	0	77	24	0	0	11	0	11	3	0	0	332	0	332	50	0	0
Exit	11	0	11	3	0	0	81	0	81	19	0	0	332	0	332	73	0	0
Total	88	0	88				92	0	92				664	0	664			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	77	0	0	77	11	0	0	11	332	0	0	332
Exit	11	0	0	11	81	0	0	81	332	0	0	332
Total	88	0	0	88	92	0	0	92	664	0	0	664
Single-Use Trip Gen.	88	0	0	88	92	0	0	92	664	0	0	664
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 115

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	188 rooms	ITE (310)	1,309	54	35	89	59	52	111	61%	39%	53%	47%
Subtotal Residential			1,309	54	35	89	59	52	111				
Retail	4.1 KSF	ITE (820)	856	15	9	24	37	38	75	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,165**	**69**	**44**	**113**	**96**	**90**	**186**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-17	-1	-1	-2	-1	-1	-2				
Retail (-1.1%)			-9	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-26	-1	-1	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-126	-4	-3	-7	-5	-5	-10				
Retail (-11.6%)			-99	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-225	-6	-4	-10	-9	-10	-19				
Internal Trips Within This Block			-150	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				48	30	78	49	43	92				
Retail				12	7	19	30	28	58				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,764**	**60**	**37**	**97**	**79**	**71**	**150**				
New External Trips Percent of Total Project Trips			81%	87%	84%	86%	82%	79%	81%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			21	1	1	2	1	1	2				
Retail (1.3%)			11	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			32	1	1	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 115

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	13	1	12	1	16	1	33	3	30	3	24	3	374	34	340	34	222	34
Exit	8	1	7	1	15	1	32	4	28	4	16	4	374	41	333	41	192	41
Total	21	2	19				65	7	58				748	75	673			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	49	1	48	1	0	0	53	4	49	1	0	0	583	41	542	23	0	0
Exit	31	1	30	0	0	0	46	3	43	0	0	0	583	34	549	0	0	0
Total	80	2	78				99	7	92				1166	75	1091			
	100%	3%	98%				100%	7%	93%				100%	6%	94%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	12	48	60	0	30	49	79	0	340	542	882
Exit	0	7	30	37	0	28	43	71	0	333	549	882
Total	0	19	78	97	0	58	92	150	0	673	1091	1764
Single-Use Trip Gen.	0	21	80	101	0	65	99	164	0	748	1166	1914
INTERNAL CAPTURE				**4%**				**9%**				**8%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 116

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	57.6 KSF	ITE (110)	401	47	6	53	7	49	56	88%	12%	12%	88%
Total Trips			**401**	**47**	**6**	**53**	**7**	**49**	**56**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-22	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-22	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-11	-1	0	-1	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				43	6	49	7	44	51				
Total External Trips			**368**	**43**	**6**	**49**	**7**	**44**	**51**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			25	3	0	3	0	4	4				
Total Transit Trips			25	3	0	3	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 116

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	43	0	43	13	0	0	7	0	7	2	0	0	184	0	184	28	0	0
Exit	6	0	6	1	0	0	44	0	44	10	0	0	184	0	184	40	0	0
Total	49	0	49				51	0	51				368	0	368			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	43	0	0	43	7	0	0	7	184	0	0	184
Exit	6	0	0	6	44	0	0	44	184	0	0	184
Total	49	0	0	49	51	0	0	51	368	0	0	368
Single-Use Trip Gen.	49	0	0	49	51	0	0	51	368	0	0	368
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 117

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	8.6 KSF	ITE (820)	1,375	22	14	36	60	63	123	61%	39%	49%	51%
Office	98.6 KSF	ITE (710)	1,319	163	22	185	25	122	147	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,694**	**185**	**36**	**221**	**85**	**185**	**270**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-15	0	0	0	0	-1	-1				
Office (-5.6%)			-74	-9	-1	-10	-1	-7	-8				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-89	-9	-1	-10	-1	-8	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-160	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			-37	-4	-1	-5	-1	-3	-4				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-197	-6	-3	-9	-8	-10	-18				
Internal Trips Within This Block			-84	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				20	12	32	52	53	105				
Office and Light Industrial				150	20	170	21	111	132				
Total External Trips			**2,324**	**170**	**32**	**202**	**73**	**164**	**237**				
New External Trips Percent of Total Project Trips			86%	92%	89%	91%	86%	89%	88%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			18	0	0	0	1	1	2				
Office (6.3%)			83	11	1	12	2	7	9				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			101	11	1	12	3	8	11				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 117

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	150	0	150	47	0	0	23	2	21	7	2	2	604	18	586	91	18	18
Exit	20	0	20	5	0	0	112	1	111	26	1	1	604	24	580	133	24	24
Total	170	0	170				135	3	132				1208	42	1166			
	100%	0%	100%				100%	2%	98%				100%	3%	97%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	20	0	20	2	0	0	53	1	52	5	0	0	600	24	576	54	0	0
Exit	12	0	12	1	0	0	55	2	53	7	0	0	600	18	582	66	0	0
Total	32	0	32				108	3	105				1200	42	1158			
	100%	0%	100%				100%	3%	97%				100%	4%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	150	20	0	170	21	52	0	73	586	576	0	1162
Exit	20	12	0	32	111	53	0	164	580	582	0	1162
Total	170	32	0	202	132	105	0	237	1166	1158	0	2324
Single-Use Trip Gen.	170	32	0	202	135	108	0	243	1208	1200	0	2408
INTERNAL CAPTURE				**0%**				**2%**				**3%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 201

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	31.2 KSF	ITE (710)	544	65	9	74	8	38	46	88%	12%	17%	83%
Light Industrial	103.6 KSF	ITE (110)	722	84	11	95	12	88	100	88%	12%	12%	88%
Total Trips			**1,266**	**149**	**20**	**169**	**20**	**126**	**146**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-30	-4	0	-4	-1	-2	-3				
Light Industrial (-5.6%)			-40	-4	-1	-5	-1	-5	-6				
Total Transit Adjustments			-70	-8	-1	-9	-2	-7	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-15	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			-20	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-35	-5	0	-5	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				136	19	155	18	115	133				
Total External Trips			**1,161**	**136**	**19**	**155**	**18**	**115**	**133**				
New External Trips Percent of Total Project Trips			92%	91%	95%	92%	90%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			34	4	1	5	1	2	3				
Light Industrial (6.3%)			45	5	1	6	1	5	6				
Total Transit Trips			79	9	2	11	2	7	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 201

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	136	0	136	42	0	0	18	0	18	6	0	0	581	0	581	87	0	0
Exit	19	0	19	4	0	0	115	0	115	26	0	0	581	0	581	128	0	0
Total	155	0	155				133	0	133				1162	0	1162			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	136	0	0	136	18	0	0	18	581	0	0	581
Exit	19	0	0	19	115	0	0	115	581	0	0	581
Total	155	0	0	155	133	0	0	133	1162	0	0	1162
Single-Use Trip Gen.	155	0	0	155	133	0	0	133	1162	0	0	1162
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 202

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	49.5 KSF	ITE (710)	776	94	13	107	13	61	74	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**776**	**94**	**13**	**107**	**13**	**61**	**74**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-43	-5	-1	-6	-1	-3	-4				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-43	-5	-1	-6	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-22	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-22	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				86	12	98	12	56	68				
Total External Trips			**711**	**86**	**12**	**98**	**12**	**56**	**68**				
New External Trips Percent of Total Project Trips			92%	91%	92%	92%	92%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			49	6	1	7	1	4	5				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			49	6	1	7	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 202

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	86	0	86	27	0	0	12	0	12	4	0	0	356	0	356	53	0	0
Exit	12	0	12	3	0	0	56	0	56	13	0	0	356	0	356	78	0	0
Total	98	0	98				68	0	68				712	0	712			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	86	0	0	86	12	0	0	12	356	0	0	356
Exit	12	0	0	12	56	0	0	56	356	0	0	356
Total	98	0	0	98	68	0	0	68	712	0	0	712
Single-Use Trip Gen.	98	0	0	98	68	0	0	68	712	0	0	712
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 203

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	28.2 KSF	ITE (110)	196	23	3	26	3	24	27	88%	12%	12%	88%
Total Trips			**196**	**23**	**3**	**26**	**3**	**24**	**27**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-11	-1	0	-1	0	-2	-2				
Total Transit Adjustments			-11	-1	0	-1	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				21	3	24	3	21	24				
Total External Trips			**180**	**21**	**3**	**24**	**3**	**21**	**24**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	88%	89%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			12	2	0	2	0	2	2				
Total Transit Trips			12	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 203

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	21	0	21	7	0	0	3	0	3	1	0	0	90	0	90	14	0	0
Exit	3	0	3	1	0	0	21	0	21	5	0	0	90	0	90	20	0	0
Total	24	0	24				24	0	24				180	0	180			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	21	0	0	21	3	0	0	3	90	0	0	90
Exit	3	0	0	3	21	0	0	21	90	0	0	90
Total	24	0	0	24	24	0	0	24	180	0	0	180
Single-Use Trip Gen.	24	0	0	24	24	0	0	24	180	0	0	180
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 204

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	28.2 KSF	ITE (110)	196	23	3	26	3	24	27	88%	12%	12%	88%
Total Trips			**196**	**23**	**3**	**26**	**3**	**24**	**27**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-11	-1	0	-1	0	-2	-2				
Total Transit Adjustments			-11	-1	0	-1	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				21	3	24	3	21	24				
Total External Trips			**180**	**21**	**3**	**24**	**3**	**21**	**24**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	88%	89%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			12	2	0	2	0	2	2				
Total Transit Trips			12	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 204

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	21	0	21	7	0	0	3	0	3	1	0	0	90	0	90	14	0	0
Exit	3	0	3	1	0	0	21	0	21	5	0	0	90	0	90	20	0	0
Total	24	0	24				24	0	24				180	0	180			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	21	0	0	21	3	0	0	3	90	0	0	90
Exit	3	0	0	3	21	0	0	21	90	0	0	90
Total	24	0	0	24	24	0	0	24	180	0	0	180
Single-Use Trip Gen.	24	0	0	24	24	0	0	24	180	0	0	180
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 205

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	23.6 KSF	ITE (710)	439	52	7	59	6	29	35	88%	12%	17%	83%
Light Industrial	44.6 KSF	ITE (110)	311	36	5	41	5	38	43	88%	12%	12%	88%
Total Trips			**750**	**88**	**12**	**100**	**11**	**67**	**78**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-25	-3	0	-3	0	-2	-2				
Light Industrial (-5.6%)			-17	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-42	-5	0	-5	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-12	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			-9	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-21	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				80	12	92	11	61	72				
Total External Trips			**687**	**80**	**12**	**92**	**11**	**61**	**72**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			28	4	0	4	0	2	2				
Light Industrial (6.3%)			20	3	0	3	0	3	3				
Total Transit Trips			48	7	0	7	0	5	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 205

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	80	0	80	25	0	0	11	0	11	3	0	0	344	0	344	52	0	0
Exit	12	0	12	3	0	0	61	0	61	14	0	0	344	0	344	76	0	0
Total	92	0	92				72	0	72				688	0	688			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	80	0	0	80	11	0	0	11	344	0	0	344
Exit	12	0	0	12	61	0	0	61	344	0	0	344
Total	92	0	0	92	72	0	0	72	688	0	0	688
Single-Use Trip Gen.	92	0	0	92	72	0	0	72	688	0	0	688
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 206

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	53.7 KSF	ITE (110)	374	43	6	49	6	46	52	88%	12%	12%	88%
Total Trips			**374**	**43**	**6**	**49**	**6**	**46**	**52**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-21	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-21	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-10	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				39	6	45	6	42	48				
Total External Trips			**343**	**39**	**6**	**45**	**6**	**42**	**48**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			24	3	0	3	0	3	3				
Total Transit Trips			24	3	0	3	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 206

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	39	0	39	12	0	0	6	0	6	2	0	0	172	0	172	26	0	0
Exit	6	0	6	1	0	0	42	0	42	10	0	0	172	0	172	38	0	0
Total	45	0	45				48	0	48				344	0	344			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	39	0	0	39	6	0	0	6	172	0	0	172
Exit	6	0	0	6	42	0	0	42	172	0	0	172
Total	45	0	0	45	48	0	0	48	344	0	0	344
Single-Use Trip Gen.	45	0	0	45	48	0	0	48	344	0	0	344
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 207

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	8.8 KSF	ITE (820)	1,395	23	14	37	61	63	124	61%	39%	49%	51%
Office	283.1 KSF	ITE (710)	2,973	379	52	431	67	329	396	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,368**	**402**	**66**	**468**	**128**	**392**	**520**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-15	0	0	0	0	-1	-1				
Office (-5.6%)			-166	-21	-3	-24	-4	-18	-22				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-181	-21	-3	-24	-4	-19	-23				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-162	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			-83	-11	-1	-12	-2	-9	-11				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-245	-13	-3	-16	-9	-16	-25				
Internal Trips Within This Block			-84	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				21	12	33	53	53	106				
Office and Light Industrial				347	48	395	59	301	360				
Total External Trips			**3,858**	**368**	**60**	**428**	**112**	**354**	**466**				
New External Trips Percent of Total Project Trips			88%	92%	91%	91%	88%	90%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			18	0	0	0	1	1	2				
Office (6.3%)			187	24	3	27	4	21	25				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			205	24	3	27	5	22	27				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 207

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	347	0	347	108	0	0	61	2	59	19	2	2	1362	18	1344	204	18	18
Exit	48	0	48	11	0	0	302	1	301	69	1	1	1362	24	1338	300	24	24
Total	395	0	395				363	3	360				2724	42	2682			
	100%	0%	100%				100%	1%	99%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	21	0	21	2	0	0	54	1	53	5	0	0	609	24	585	55	0	0
Exit	12	0	12	1	0	0	55	2	53	7	0	0	609	18	591	67	0	0
Total	33	0	33				109	3	106				1218	42	1176			
	100%	0%	100%				100%	3%	97%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	27	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	347	21	0	368	59	53	0	112	1344	585	0	1929
Exit	48	12	0	60	301	53	0	354	1338	591	0	1929
Total	395	33	0	428	360	106	0	466	2682	1176	0	3858
Single-Use Trip Gen.	395	33	0	428	363	109	0	472	2724	1218	0	3942
INTERNAL CAPTURE				**0%**				**1%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 212

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	12.4 KSF	ITE (820)	1,748	27	18	45	77	80	157	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,748**	**27**	**18**	**45**	**77**	**80**	**157**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-19	0	0	0	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-19	0	0	0	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-203	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-203	-3	-2	-5	-9	-9	-18				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				24	16	40	67	70	137				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,526**	**24**	**16**	**40**	**67**	**70**	**137**				
New External Trips Percent of Total Project Trips			87%	89%	89%	89%	87%	88%	87%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			23	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			23	1	0	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 212

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	23	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	31	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	0	24	2	0	0	67	0	67	6	0	0	763	0	763	69	0	0
Exit	16	0	16	2	0	0	70	0	70	8	0	0	763	0	763	84	0	0
Total	40	0	40				137	0	137				1526	0	1526			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	24	0	24	0	67	0	67	0	763	0	763
Exit	0	16	0	16	0	70	0	70	0	763	0	763
Total	0	40	0	40	0	137	0	137	0	1526	0	1526
Single-Use Trip Gen.	0	40	0	40	0	137	0	137	0	1526	0	1526
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 213

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	108.0 KSF	ITE (710)	1,415	175	24	199	27	134	161	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,415**	**175**	**24**	**199**	**27**	**134**	**161**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-79	-10	-1	-11	-2	-7	-9				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-79	-10	-1	-11	-2	-7	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-40	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-40	-5	-1	-6	-1	-4	-5				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				160	22	182	24	123	147				
Total External Trips			**1,296**	**160**	**22**	**182**	**24**	**123**	**147**				
New External Trips Percent of Total Project Trips			92%	91%	92%	91%	89%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			89	11	2	13	2	8	10				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			89	11	2	13	2	8	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 213

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	160	0	160	50	0	0	24	0	24	7	0	0	648	0	648	97	0	0
Exit	22	0	22	5	0	0	123	0	123	28	0	0	648	0	648	143	0	0
Total	182	0	182				147	0	147				1296	0	1296			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	13	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	160	0	0	160	24	0	0	24	648	0	0	648
Exit	22	0	0	22	123	0	0	123	648	0	0	648
Total	182	0	0	182	147	0	0	147	1296	0	0	1296
Single-Use Trip Gen.	182	0	0	182	147	0	0	147	1296	0	0	1296
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 214a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	13.1 KSF	ITE (820)	1,812	28	18	46	80	83	163	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,812**	**28**	**18**	**46**	**80**	**83**	**163**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-20	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-20	-1	0	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-210	-3	-2	-5	-9	-10	-19				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-210	-3	-2	-5	-9	-10	-19				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				24	16	40	70	72	142				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,582**	**24**	**16**	**40**	**70**	**72**	**142**				
New External Trips Percent of Total Project Trips			87%	86%	89%	87%	88%	87%	87%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			24	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			24	1	0	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 214a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	24	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	32	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	0	24	2	0	0	70	0	70	6	0	0	791	0	791	71	0	0
Exit	16	0	16	2	0	0	72	0	72	9	0	0	791	0	791	87	0	0
Total	40	0	40				142	0	142				1582	0	1582			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	24	0	24	0	70	0	70	0	791	0	791
Exit	0	16	0	16	0	72	0	72	0	791	0	791
Total	0	40	0	40	0	142	0	142	0	1582	0	1582
Single-Use Trip Gen.	0	40	0	40	0	142	0	142	0	1582	0	1582
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 214b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	3.9 KSF	ITE (820)	830	14	9	23	36	37	73	61%	39%	49%	51%
Office	127.3 KSF	ITE (710)	1,607	201	27	228	32	158	190	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,437**	**215**	**36**	**251**	**68**	**195**	**263**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-9	0	0	0	0	-1	-1				
Office (-5.6%)			-90	-11	-2	-13	-2	-9	-11				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-99	-11	-2	-13	-2	-10	-12				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-96	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			-45	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-141	-7	-2	-9	-5	-8	-13				
Internal Trips Within This Block			-52	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				12	8	20	31	31	62				
Office and Light Industrial				185	24	209	28	144	172				
Total External Trips			**2,145**	**197**	**32**	**229**	**59**	**175**	**234**				
New External Trips Percent of Total Project Trips			88%	92%	89%	91%	87%	90%	89%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			11	0	0	0	0	1	1				
Office (6.3%)			101	12	2	14	2	10	12				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			112	12	2	14	2	11	13				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 214b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	185	0	185	57	0	0	29	1	28	9	1	1	736	11	725	110	11	11
Exit	24	0	24	6	0	0	145	1	144	33	1	1	736	15	721	162	15	15
Total	209	0	209				174	2	172				1472	26	1446			
	100%	0%	100%				100%	1%	99%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	0	12	1	0	0	32	1	31	3	0	0	363	15	348	33	0	0
Exit	8	0	8	1	0	0	32	1	31	4	0	0	363	11	352	40	0	0
Total	20	0	20				64	2	62				726	26	700			
	100%	0%	100%				100%	3%	97%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	15	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	185	12	0	197	28	31	0	59	725	348	0	1073
Exit	24	8	0	32	144	31	0	175	721	352	0	1073
Total	209	20	0	229	172	62	0	234	1446	700	0	2146
Single-Use Trip Gen.	209	20	0	229	174	64	0	238	1472	726	0	2198
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 216

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	8 Units	ITE (230)	71	1	6	7	5	3	8	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	42 rooms	ITE (310)	3	9	5	14	13	12	25	61%	39%	53%	47%
Subtotal Residential			74	10	11	21	18	15	33				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office & Union Gospel (8,044 sf)	21.1 KSF	ITE (710)	345	40	5	45	6	29	35	88%	12%	17%	83%
Light Industrial	12.2 KSF	ITE (110)	85	10	1	11	1	11	12	88%	12%	12%	88%
Total Trips			**504**	**60**	**17**	**77**	**25**	**55**	**80**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office & Union Gospel (8,044 sf) (-5.6%)			-19	-3	0	-3	0	-2	-2				
Light Industrial (-5.6%)			-5	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-25	-4	0	-4	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-7	-1	-1	-2	-2	-1	-3				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office & Union Gospel (8,044 sf) (-2.8%)			-10	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			-2	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-19	-2	-1	-3	-2	-2	-4				
Internal Trips Within This Block			-2	0	0	0	0	0	0				
New External Trips													
Residential				9	10	19	16	14	30				
Retail				0	0	0	0	0	0				
Office & Union Gospel (8,044 sf) and Light Industrial				45	6	51	7	36	43				
Total External Trips			**458**	**54**	**16**	**70**	**23**	**50**	**73**				
New External Trips Percent of Total Project Trips			91%	90%	94%	91%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			1	0	0	0	1	0	1				
Retail (1.3%)			0	0	0	0	0	0	0				
Office & Union Gospel (8,044 sf) (6.3%)			22	3	0	3	0	2	2				
Light Industrial (6.3%)			5	1	0	1	0	1	1				
Total Transit Trips			28	4	0	4	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 216

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
Office & Union Gospel (8,044				To-From Retail			Office & Union Gospel (8,044 sf)			To-From Retail			Office & Union Gospel (8,044			To-From Retail		
Enter	45	0	45	14	0	0	7	0	7	2	0	0	197	0	197	30	0	0
Exit	6	0	6	1	0	0	36	0	36	8	0	0	197	1	196	43	0	0
Total	51	0	51				43	0	43				394	1	393			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	5	0	0	0	0	0	7	0	0	0	0	0	13	0
Exit	0	0	0	0	3	0	0	0	0	0	5	0	0	0	0	0	11	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office & Union Gospel			Residential Trips			To-From Office & Union Gospe			Residential Trips			To-From Office & Union Gospel (8,04		
Enter	9	0	9	0	0	0	16	0	16	0	1	0	33	1	32	1	4	1
Exit	10	0	10	0	0	0	14	0	14	0	0	0	33	0	33	0	0	0
Total	19	0	19				30	0	30				66	1	65			
	100%	0%	100%				100%	0%	100%				100%	2%	98%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	45	0	9	54	7	0	16	23	197	0	32	229
Exit	6	0	10	16	36	0	14	50	196	0	33	229
Total	51	0	19	70	43	0	30	73	393	0	65	458
Single-Use Trip Gen.	51	0	19	70	43	0	30	73	394	0	66	460
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

4 sf)

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 217

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	66 Units	ITE (230)	448	6	31	37	29	14	43	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			448	6	31	37	29	14	43				
Retail	3.3 KSF	ITE (820)	733	12	8	20	31	33	64	61%	39%	49%	51%
Office	32.5 KSF	ITE (710)	562	67	9	76	8	40	48	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,743**	**85**	**48**	**133**	**68**	**87**	**155**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-6	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-8	0	0	0	0	-1	-1				
Office (-5.6%)			-31	-4	0	-4	-1	-2	-3				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-45	-4	-1	-5	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-43	0	-3	-3	-3	-1	-4				
Retail (-11.6%)			-85	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-16	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-144	-3	-4	-7	-6	-6	-12				
Internal Trips Within This Block			-184	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				5	26	31	21	10	31				
Retail				10	6	16	24	24	48				
Office and Light Industrial				61	9	70	6	35	41				
Total External Trips			**1,370**	**76**	**41**	**117**	**51**	**69**	**120**				
New External Trips Percent of Total Project Trips			79%	89%	85%	88%	75%	79%	77%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			7	0	1	1	1	0	1				
Retail (1.3%)			10	0	0	0	0	1	1				
Office (6.3%)			35	4	1	5	1	2	3				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			52	4	2	6	2	3	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 217

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	61	0	61	19	0	0	7	1	6	2	1	1	258	10	248	39	10	10
Exit	9	0	9	2	0	0	37	2	35	9	1	1	258	18	240	57	13	13
Total	70	0	70				44	3	41				516	28	488			
	100%	0%	100%				100%	7%	93%				100%	5%	95%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	14	1	28	4	24	3	7	3	320	42	278	29	76	29
Exit	7	1	6	1	2	1	28	4	24	3	8	3	320	45	275	35	66	35
Total	18	2	16				56	8	48				640	87	553			
	100%	11%	89%				100%	14%	86%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	25	4	21	1	1	1	200	40	160	8	5	5
Exit	27	1	26	0	0	0	13	3	10	0	0	0	200	29	171	0	0	0
Total	33	2	31				38	7	31				400	69	331			
	100%	6%	94%				100%	18%	82%				100%	17%	83%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	61	10	5	76	6	24	21	51	248	278	160	686
Exit	9	6	26	41	35	24	10	69	240	275	171	686
Total	70	16	31	117	41	48	31	120	488	553	331	1372
Single-Use Trip Gen.	70	18	33	121	44	56	38	138	516	640	400	1556
INTERNAL CAPTURE				**3%**				**13%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 218

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	6.9 KSF	ITE (710)	171	19	3	22	2	8	10	88%	12%	17%	83%
Light Industrial	3.2 KSF	ITE (110)	22	3	0	3	0	3	3	88%	12%	12%	88%
Total Trips			**193**	**22**	**3**	**25**	**2**	**11**	**13**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-10	-1	0	-1	0	-1	-1				
Light Industrial (-5.6%)			-1	0	0	0	0	0	0				
Total Transit Adjustments			-11	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-5	-1	0	-1	0	0	0				
Light Industrial (-2.8%)			-1	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-6	-1	0	-1	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				20	3	23	2	10	12				
Total External Trips			**176**	**20**	**3**	**23**	**2**	**10**	**12**				
New External Trips Percent of Total Project Trips			91%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			11	1	0	1	0	1	1				
Light Industrial (6.3%)			1	0	0	0	0	0	0				
Total Transit Trips			12	1	0	1	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 218

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	20	0	20	6	0	0	2	0	2	1	0	0	88	0	88	13	0	0
Exit	3	0	3	1	0	0	10	0	10	2	0	0	88	0	88	19	0	0
Total	23	0	23				12	0	12				176	0	176			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	20	0	0	20	2	0	0	2	88	0	0	88
Exit	3	0	0	3	10	0	0	10	88	0	0	88
Total	23	0	0	23	12	0	0	12	176	0	0	176
Single-Use Trip Gen.	23	0	0	23	12	0	0	12	176	0	0	176
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 219

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	3 Units	ITE (230)	30	1	2	3	2	1	3	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			30	1	2	3	2	1	3				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**30**	**1**	**2**	**3**	**2**	**1**	**3**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-3	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-3	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				1	2	3	2	1	3				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**27**	**1**	**2**	**3**	**2**	**1**	**3**				
New External Trips Percent of Total Project Trips			90%	100%	100%	100%	100%	100%	100%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 219

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	2	0	2	0	0	0	14	0	14	1	0	0
Exit	2	0	2	0	0	0	1	0	1	0	0	0	14	0	14	0	0	0
Total	3	0	3				3	0	3				28	0	28			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	1	1	0	0	2	2	0	0	14	14
Exit	0	0	2	2	0	0	1	1	0	0	14	14
Total	0	0	3	3	0	0	3	3	0	0	28	28
Single-Use Trip Gen.	0	0	3	3	0	0	3	3	0	0	28	28
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 300

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	212.3 KSF	ITE (110)	1,484	172	23	195	25	181	206	88%	12%	12%	88%
Total Trips			**1,484**	**172**	**23**	**195**	**25**	**181**	**206**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-83	-10	-1	-11	-1	-11	-12				
Total Transit Adjustments			-83	-10	-1	-11	-1	-11	-12				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-42	-4	-1	-5	-1	-5	-6				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-42	-4	-1	-5	-1	-5	-6				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				158	21	179	23	165	188				
Total External Trips			**1,359**	**158**	**21**	**179**	**23**	**165**	**188**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			93	11	1	12	2	11	13				
Total Transit Trips			93	11	1	12	2	11	13				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 300

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	158	0	158	49	0	0	23	0	23	7	0	0	680	0	680	102	0	0
Exit	21	0	21	5	0	0	165	0	165	38	0	0	680	0	680	150	0	0
Total	179	0	179				188	0	188				1360	0	1360			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	14	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	158	0	0	158	23	0	0	23	680	0	0	680
Exit	21	0	0	21	165	0	0	165	680	0	0	680
Total	179	0	0	179	188	0	0	188	1360	0	0	1360
Single-Use Trip Gen.	179	0	0	179	188	0	0	188	1360	0	0	1360
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 301

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	251.2 KSF	ITE (710)	2,711	345	47	392	61	299	360	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,711**	**345**	**47**	**392**	**61**	**299**	**360**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-152	-19	-3	-22	-3	-17	-20				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-152	-19	-3	-22	-3	-17	-20				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-76	-10	-1	-11	-2	-8	-10				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-76	-10	-1	-11	-2	-8	-10				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				316	43	359	56	274	330				
Total External Trips			**2,483**	**316**	**43**	**359**	**56**	**274**	**330**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	92%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			171	22	3	25	4	19	23				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			171	22	3	25	4	19	23				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 301

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	316	0	316	98	0	0	56	0	56	17	0	0	1242	0	1242	186	0	0
Exit	43	0	43	10	0	0	274	0	274	63	0	0	1242	0	1242	273	0	0
Total	359	0	359				330	0	330				2484	0	2484			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	25	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	316	0	0	316	56	0	0	56	1242	0	0	1242
Exit	43	0	0	43	274	0	0	274	1242	0	0	1242
Total	359	0	0	359	330	0	0	330	2484	0	0	2484
Single-Use Trip Gen.	359	0	0	359	330	0	0	330	2484	0	0	2484
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 302

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	304.3 KSF	ITE (710)	3,142	402	55	457	71	349	420	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,142**	**402**	**55**	**457**	**71**	**349**	**420**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-176	-23	-3	-26	-4	-20	-24				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-176	-23	-3	-26	-4	-20	-24				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-88	-11	-2	-13	-2	-10	-12				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-88	-11	-2	-13	-2	-10	-12				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				368	50	418	65	319	384				
Total External Trips			**2,878**	**368**	**50**	**418**	**65**	**319**	**384**				
New External Trips Percent of Total Project Trips			92%	92%	91%	91%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			198	26	3	29	4	22	26				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			198	26	3	29	4	22	26				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 302

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	368	0	368	114	0	0	65	0	65	20	0	0	1439	0	1439	216	0	0
Exit	50	0	50	12	0	0	319	0	319	73	0	0	1439	0	1439	317	0	0
Total	418	0	418				384	0	384				2878	0	2878			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	29	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	368	0	0	368	65	0	0	65	1439	0	0	1439
Exit	50	0	0	50	319	0	0	319	1439	0	0	1439
Total	418	0	0	418	384	0	0	384	2878	0	0	2878
Single-Use Trip Gen.	418	0	0	418	384	0	0	384	2878	0	0	2878
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 303

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	435.0 KSF	ITE (710)	4,138	535	73	608	96	470	566	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,138**	**535**	**73**	**608**	**96**	**470**	**566**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-232	-30	-4	-34	-5	-27	-32				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-232	-30	-4	-34	-5	-27	-32				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-116	-15	-2	-17	-3	-13	-16				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-116	-15	-2	-17	-3	-13	-16				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				490	67	557	88	430	518				
Total External Trips			**3,790**	**490**	**67**	**557**	**88**	**430**	**518**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	92%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			261	33	5	38	6	30	36				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			261	33	5	38	6	30	36				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 303

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	490	0	490	152	0	0	88	0	88	27	0	0	1895	0	1895	284	0	0
Exit	67	0	67	15	0	0	430	0	430	99	0	0	1895	0	1895	417	0	0
Total	557	0	557				518	0	518				3790	0	3790			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	0	38	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	490	0	0	490	88	0	0	88	1895	0	0	1895
Exit	67	0	0	67	430	0	0	430	1895	0	0	1895
Total	557	0	0	557	518	0	0	518	3790	0	0	3790
Single-Use Trip Gen.	557	0	0	557	518	0	0	518	3790	0	0	3790
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 304

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	35.8 KSF	ITE (820)	3,482	51	33	84	157	163	320	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	26.4 KSF	ITE (110)	184	21	3	24	3	23	26	88%	12%	12%	88%
Total Trips			**3,666**	**72**	**36**	**108**	**160**	**186**	**346**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-38	-1	0	-1	-2	-2	-4				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-10	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-48	-2	0	-2	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-404	-6	-4	-10	-18	-19	-37				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-409	-7	-4	-11	-18	-20	-38				
Internal Trips Within This Block			-64	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				43	28	71	134	141	275				
Office and Light Industrial				18	2	20	2	18	20				
Total External Trips			**3,145**	**61**	**30**	**91**	**136**	**159**	**295**				
New External Trips Percent of Total Project Trips			86%	85%	83%	84%	85%	85%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			45	1	0	1	2	2	4				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			12	2	0	2	0	2	2				
Total Transit Trips			57	3	0	3	2	4	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 304

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	19	1	18	6	1	1	3	1	2	1	4	1	85	13	72	13	46	13
Exit	3	1	2	1	1	1	21	3	18	5	3	3	85	19	66	19	61	19
Total	22	2	20				24	4	20				170	32	138			
	100%	9%	91%				100%	17%	83%				100%	19%	81%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	44	1	43	4	0	0	137	3	134	12	0	0	1520	19	1501	137	0	0
Exit	29	1	28	3	0	0	142	1	141	17	0	0	1520	13	1507	167	0	0
Total	73	2	71				279	4	275				3040	32	3008			
	100%	3%	97%				100%	1%	99%				100%	1%	99%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	18	43	0	61	2	134	0	136	72	1501	0	1573
Exit	2	28	0	30	18	141	0	159	66	1507	0	1573
Total	20	71	0	91	20	275	0	295	138	3008	0	3146
Single-Use Trip Gen.	22	73	0	95	24	279	0	303	170	3040	0	3210
INTERNAL CAPTURE				4%				3%				2%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 305

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	3.0 KSF	ITE (820)	698	12	8	20	30	31	61	61%	39%	49%	51%
Office	97.6 KSF	ITE (710)	1,309	162	22	184	25	120	145	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,007**	**174**	**30**	**204**	**55**	**151**	**206**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-8	0	0	0	0	-1	-1				
Office (-5.6%)			-73	-9	-1	-10	-1	-7	-8				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-81	-9	-1	-10	-1	-8	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-81	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-37	-4	-1	-5	-1	-3	-4				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-118	-5	-2	-7	-4	-7	-11				
Internal Trips Within This Block			-42	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				11	7	18	26	25	51				
Office and Light Industrial				149	20	169	22	109	131				
Total External Trips			**1,766**	**160**	**27**	**187**	**48**	**134**	**182**				
New External Trips Percent of Total Project Trips			88%	92%	90%	92%	87%	89%	88%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			9	0	0	0	0	1	1				
Office (6.3%)			82	11	1	12	2	7	9				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			91	11	1	12	2	8	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 305

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	149	0	149	46	0	0	23	1	22	7	1	1	600	9	591	90	9	9
Exit	20	0	20	5	0	0	110	1	109	25	1	1	600	12	588	132	12	12
Total	169	0	169				133	2	131				1200	21	1179			
	100%	0%	100%				100%	2%	98%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	0	11	1	0	0	27	1	26	2	0	0	305	12	293	27	0	0
Exit	7	0	7	1	0	0	26	1	25	3	0	0	305	9	296	34	0	0
Total	18	0	18				53	2	51				610	21	589			
	100%	0%	100%				100%	4%	96%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	149	11	0	160	22	26	0	48	591	293	0	884
Exit	20	7	0	27	109	25	0	134	588	296	0	884
Total	169	18	0	187	131	51	0	182	1179	589	0	1768
Single-Use Trip Gen.	169	18	0	187	133	53	0	186	1200	610	0	1810
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 306

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	100.4 KSF	ITE (110)	700	81	11	92	12	85	97	88%	12%	12%	88%
Total Trips			**700**	**81**	**11**	**92**	**12**	**85**	**97**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-39	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-39	-4	-1	-5	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-20	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-20	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				74	10	84	11	78	89				
Total External Trips			**641**	**74**	**10**	**84**	**11**	**78**	**89**				
New External Trips Percent of Total Project Trips			92%	91%	91%	91%	92%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			44	5	1	6	1	5	6				
Total Transit Trips			44	5	1	6	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 306

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	74	0	74	23	0	0	11	0	11	3	0	0	321	0	321	48	0	0
Exit	10	0	10	2	0	0	78	0	78	18	0	0	321	0	321	71	0	0
Total	84	0	84				89	0	89				642	0	642			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	74	0	0	74	11	0	0	11	321	0	0	321
Exit	10	0	0	10	78	0	0	78	321	0	0	321
Total	84	0	0	84	89	0	0	89	642	0	0	642
Single-Use Trip Gen.	84	0	0	84	89	0	0	89	642	0	0	642
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 307

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	203.5 KSF	ITE (110)	1,418	165	22	187	24	173	197	88%	12%	12%	88%
Total Trips			**1,418**	**165**	**22**	**187**	**24**	**173**	**197**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-79	-9	-1	-10	-1	-10	-11				
Total Transit Adjustments			-79	-9	-1	-10	-1	-10	-11				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-40	-4	-1	-5	-1	-5	-6				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-40	-4	-1	-5	-1	-5	-6				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				152	20	172	22	158	180				
Total External Trips			**1,299**	**152**	**20**	**172**	**22**	**158**	**180**				
New External Trips Percent of Total Project Trips			92%	92%	91%	92%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			89	11	1	12	1	11	12				
Total Transit Trips			89	11	1	12	1	11	12				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 307

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	152	0	152	47	0	0	22	0	22	7	0	0	650	0	650	98	0	0
Exit	20	0	20	5	0	0	158	0	158	36	0	0	650	0	650	143	0	0
Total	172	0	172				180	0	180				1300	0	1300			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	13	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	152	0	0	152	22	0	0	22	650	0	0	650
Exit	20	0	0	20	158	0	0	158	650	0	0	650
Total	172	0	0	172	180	0	0	180	1300	0	0	1300
Single-Use Trip Gen.	172	0	0	172	180	0	0	180	1300	0	0	1300
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 308

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	3.0 KSF	ITE (820)	694	12	7	19	30	31	61	61%	39%	49%	51%
Office	96.8 KSF	ITE (710)	1,301	161	22	183	24	120	144	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,995**	**173**	**29**	**202**	**54**	**151**	**205**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-8	0	0	0	0	-1	-1				
Office (-5.6%)			-73	-9	-1	-10	-1	-7	-8				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-81	-9	-1	-10	-1	-8	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-81	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-36	-4	-1	-5	-1	-3	-4				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-117	-5	-2	-7	-4	-7	-11				
Internal Trips Within This Block			-42	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				11	6	17	26	25	51				
Office and Light Industrial				148	20	168	21	109	130				
Total External Trips			**1,755**	**159**	**26**	**185**	**47**	**134**	**181**				
New External Trips Percent of Total Project Trips			88%	92%	90%	92%	87%	89%	88%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			9	0	0	0	0	1	1				
Office (6.3%)			82	11	1	12	2	7	9				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			91	11	1	12	2	8	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 308

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	148	0	148	46	0	0	22	1	21	7	1	1	596	9	587	89	9	9
Exit	20	0	20	5	0	0	110	1	109	25	1	1	596	12	584	131	12	12
Total	168	0	168				132	2	130				1192	21	1171			
	100%	0%	100%				100%	2%	98%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	0	11	1	0	0	27	1	26	2	0	0	303	12	291	27	0	0
Exit	6	0	6	1	0	0	26	1	25	3	0	0	303	9	294	33	0	0
Total	17	0	17				53	2	51				606	21	585			
	100%	0%	100%				100%	4%	96%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	148	11	0	159	21	26	0	47	587	291	0	878
Exit	20	6	0	26	109	25	0	134	584	294	0	878
Total	168	17	0	185	130	51	0	181	1171	585	0	1756
Single-Use Trip Gen.	168	17	0	185	132	53	0	185	1192	606	0	1798
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 309

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	40.7 KSF	ITE (110)	284	33	4	37	5	34	39	88%	12%	12%	88%
Total Trips			**284**	**33**	**4**	**37**	**5**	**34**	**39**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	4	34	5	31	36				
Total External Trips			**260**	**30**	**4**	**34**	**5**	**31**	**36**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	2	2				
Total Transit Trips			18	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 309

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	130	0	130	20	0	0
Exit	4	0	4	1	0	0	31	0	31	7	0	0	130	0	130	29	0	0
Total	34	0	34				36	0	36				260	0	260			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	30	0	0	30	5	0	0	5	130	0	0	130
Exit	4	0	0	4	31	0	0	31	130	0	0	130
Total	34	0	0	34	36	0	0	36	260	0	0	260
Single-Use Trip Gen.	34	0	0	34	36	0	0	36	260	0	0	260
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 310

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	2.8 KSF	ITE (710)	85	10	1	11	1	3	4	88%	12%	17%	83%
Light Industrial	73.9 KSF	ITE (110)	515	60	8	68	9	63	72	88%	12%	12%	88%
Total Trips			**600**	**70**	**9**	**79**	**10**	**66**	**76**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-5	-1	0	-1	0	0	0				
Light Industrial (-5.6%)			-29	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-34	-5	0	-5	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-16	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				63	9	72	10	60	70				
Total External Trips			**550**	**63**	**9**	**72**	**10**	**60**	**70**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			5	1	0	1	0	0	0				
Light Industrial (6.3%)			32	4	0	4	1	4	5				
Total Transit Trips			37	5	0	5	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 310

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	63	0	63	20	0	0	10	0	10	3	0	0	275	0	275	41	0	0
Exit	9	0	9	2	0	0	60	0	60	14	0	0	275	0	275	61	0	0
Total	72	0	72				70	0	70				550	0	550			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	63	0	0	63	10	0	0	10	275	0	0	275
Exit	9	0	0	9	60	0	0	60	275	0	0	275
Total	72	0	0	72	70	0	0	70	550	0	0	550
Single-Use Trip Gen.	72	0	0	72	70	0	0	70	550	0	0	550
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 311

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	27.2 KSF	ITE (110)	189	22	3	25	3	23	26	88%	12%	12%	88%
Total Trips			**189**	**22**	**3**	**25**	**3**	**23**	**26**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-11	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-11	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				20	3	23	3	21	24				
Total External Trips			**173**	**20**	**3**	**23**	**3**	**21**	**24**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			12	2	0	2	0	2	2				
Total Transit Trips			12	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 311

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	20	0	20	6	0	0	3	0	3	1	0	0	87	0	87	13	0	0
Exit	3	0	3	1	0	0	21	0	21	5	0	0	87	0	87	19	0	0
Total	23	0	23				24	0	24				174	0	174			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	20	0	0	20	3	0	0	3	87	0	0	87
Exit	3	0	0	3	21	0	0	21	87	0	0	87
Total	23	0	0	23	24	0	0	24	174	0	0	174
Single-Use Trip Gen.	23	0	0	23	24	0	0	24	174	0	0	174
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 312

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 312

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 313

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 313

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 314

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	50 Units	ITE (230)	352	5	25	30	23	11	34	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			352	5	25	30	23	11	34				
Retail	2.5 KSF	ITE (820)	615	10	7	17	26	28	54	61%	39%	49%	51%
Office	24.9 KSF	ITE (710)	457	55	7	62	6	31	37	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,424**	**70**	**39**	**109**	**55**	**70**	**125**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-5	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-7	0	0	0	0	-1	-1				
Office (-5.6%)			-26	-3	0	-3	0	-2	-2				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-38	-3	-1	-4	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-34	0	-2	-2	-2	-1	-3				
Retail (-11.6%)			-71	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			-13	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-118	-3	-3	-6	-5	-5	-10				
Internal Trips Within This Block			-154	-2	-2	-4	-6	-6	-12				
New External Trips													
Residential				4	21	25	17	8	25				
Retail				8	5	13	21	20	41				
Office and Light Industrial				50	7	57	5	28	33				
Total External Trips			**1,114**	**62**	**33**	**95**	**43**	**56**	**99**				
New External Trips Percent of Total Project Trips			78%	89%	85%	87%	78%	80%	79%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			6	0	1	1	1	0	1				
Retail (1.3%)			8	0	0	0	0	1	1				
Office (6.3%)			29	4	0	4	0	2	2				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			43	4	1	5	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 314

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	50	0	50	16	0	0	6	1	5	2	1	1	209	8	201	31	8	8
Exit	7	0	7	2	0	0	28	0	28	6	0	0	209	15	194	46	11	11
Total	57	0	57				34	1	33				418	23	395			
	100%	0%	100%				100%	3%	97%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	12	1	23	2	21	2	5	2	269	35	234	24	60	24
Exit	6	1	5	1	2	1	24	4	20	3	6	3	269	38	231	30	52	30
Total	15	2	13				47	6	41				538	73	465			
	100%	13%	87%				100%	13%	87%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	20	3	17	0	1	0	157	34	123	6	4	4
Exit	22	1	21	0	0	0	10	2	8	0	0	0	157	24	133	0	0	0
Total	27	2	25				30	5	25				314	58	256			
	100%	7%	93%				100%	17%	83%				100%	18%	82%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	50	8	4	62	5	21	17	43	201	234	123	558
Exit	7	5	21	33	28	20	8	56	194	231	133	558
Total	57	13	25	95	33	41	25	99	395	465	256	1116
Single-Use Trip Gen.	57	15	27	99	34	47	30	111	418	538	314	1270
INTERNAL CAPTURE				**4%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 315

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 315

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 316

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	8.5 KSF	ITE (710)	199	23	3	26	2	11	13	88%	12%	17%	83%
Light Industrial	16.2 KSF	ITE (110)	113	13	2	15	2	14	16	88%	12%	12%	88%
Total Trips			**312**	**36**	**5**	**41**	**4**	**25**	**29**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-11	-1	0	-1	0	-1	-1				
Light Industrial (-5.6%)			-6	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-17	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-6	-1	0	-1	0	0	0				
Light Industrial (-2.8%)			-3	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-9	-1	0	-1	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				33	5	38	4	23	27				
Total External Trips			**286**	**33**	**5**	**38**	**4**	**23**	**27**				
New External Trips Percent of Total Project Trips			92%	92%	100%	93%	100%	92%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			13	2	0	2	0	1	1				
Light Industrial (6.3%)			7	1	0	1	0	1	1				
Total Transit Trips			20	3	0	3	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 316

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	33	0	33	10	0	0	4	0	4	1	0	0	143	0	143	21	0	0
Exit	5	0	5	1	0	0	23	0	23	5	0	0	143	0	143	31	0	0
Total	38	0	38				27	0	27				286	0	286			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	33	0	0	33	4	0	0	4	143	0	0	143
Exit	5	0	0	5	23	0	0	23	143	0	0	143
Total	38	0	0	38	27	0	0	27	286	0	0	286
Single-Use Trip Gen.	38	0	0	38	27	0	0	27	286	0	0	286
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 317

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 317

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 318

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 318

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 319

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 319

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 320

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	106 Units	ITE (230)	677	9	45	54	42	21	63	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			677	9	45	54	42	21	63				
Retail	3.6 KSF	ITE (820)	783	13	9	22	34	35	69	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,460**	**22**	**54**	**76**	**76**	**56**	**132**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-9	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-9	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-18	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-65	-1	-3	-4	-3	-2	-5				
Retail (-11.6%)			-91	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-156	-3	-4	-7	-7	-6	-13				
Internal Trips Within This Block			-138	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				7	40	47	34	16	50				
Retail				10	7	17	27	26	53				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,148**	**17**	**47**	**64**	**61**	**42**	**103**				
New External Trips Percent of Total Project Trips			79%	77%	87%	84%	80%	75%	78%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			11	0	1	1	1	0	1				
Retail (1.3%)			10	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			21	0	1	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 320

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	22	1	30	3	27	3	10	3	342	31	311	31	115	31
Exit	8	1	7	1	2	1	30	4	26	4	12	4	342	38	304	38	100	38
Total	19	2	17				60	7	53				684	69	615			
	100%	11%	89%				100%	12%	88%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	8	1	7	0	0	0	38	4	34	1	0	0	302	38	264	12	0	0
Exit	41	1	40	0	0	0	19	3	16	0	0	0	302	31	271	0	0	0
Total	49	2	47				57	7	50				604	69	535			
	100%	4%	96%				100%	12%	88%				100%	11%	89%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	10	7	17	0	27	34	61	0	311	264	575
Exit	0	7	40	47	0	26	16	42	0	304	271	575
Total	0	17	47	64	0	53	50	103	0	615	535	1150
Single-Use Trip Gen.	0	19	49	68	0	60	57	117	0	684	604	1288
INTERNAL CAPTURE				**6%**				**12%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 321

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	133 Units	ITE (230)	824	11	54	65	51	25	76	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			824	11	54	65	51	25	76				
Retail	4.5 KSF	ITE (820)	909	15	10	25	39	41	80	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,733**	**26**	**64**	**90**	**90**	**66**	**156**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-11	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-10	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-21	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-79	-1	-4	-5	-5	-2	-7				
Retail (-11.6%)			-105	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-184	-3	-5	-8	-9	-7	-16				
Internal Trips Within This Block			-160	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				9	48	57	41	20	61				
Retail				12	8	20	32	31	63				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,368**	**21**	**56**	**77**	**73**	**51**	**124**				
New External Trips Percent of Total Project Trips			79%	81%	88%	86%	81%	77%	79%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			13	0	1	1	1	0	1				
Retail (1.3%)			12	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			25	0	1	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 321

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	16	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	13	1	12	1	26	1	35	3	32	3	12	3	397	36	361	36	139	36
Exit	9	1	8	1	3	1	35	4	31	4	14	4	397	44	353	44	121	44
Total	22	2	20				70	7	63				794	80	714			
	100%	9%	91%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	10	1	9	0	0	0	45	4	41	1	0	0	367	44	323	15	0	0
Exit	49	1	48	0	0	0	23	3	20	0	0	0	367	36	331	0	0	0
Total	59	2	57				68	7	61				734	80	654			
	100%	3%	97%				100%	10%	90%				100%	11%	89%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	12	9	21	0	32	41	73	0	361	323	684
Exit	0	8	48	56	0	31	20	51	0	353	331	684
Total	0	20	57	77	0	63	61	124	0	714	654	1368
Single-Use Trip Gen.	0	22	59	81	0	70	68	138	0	794	734	1528
INTERNAL CAPTURE				**5%**				**10%**				**10%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 322

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	70.5 KSF	ITE (110)	491	57	8	65	8	60	68	88%	12%	12%	88%
Total Trips			**491**	**57**	**8**	**65**	**8**	**60**	**68**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-27	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-27	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-14	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				51	8	59	8	54	62				
Total External Trips			**450**	**51**	**8**	**59**	**8**	**54**	**62**				
New External Trips Percent of Total Project Trips			92%	89%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			31	4	0	4	0	4	4				
Total Transit Trips			31	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 322

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	51	0	51	16	0	0	8	0	8	2	0	0	225	0	225	34	0	0
Exit	8	0	8	2	0	0	54	0	54	12	0	0	225	0	225	50	0	0
Total	59	0	59				62	0	62				450	0	450			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	51	0	0	51	8	0	0	8	225	0	0	225
Exit	8	0	0	8	54	0	0	54	225	0	0	225
Total	59	0	0	59	62	0	0	62	450	0	0	450
Single-Use Trip Gen.	59	0	0	59	62	0	0	62	450	0	0	450
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 323

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 323

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 324

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 324

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 400

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	156.5 KSF	ITE (110)	1,091	127	17	144	18	134	152	88%	12%	12%	88%
Total Trips			**1,091**	**127**	**17**	**144**	**18**	**134**	**152**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-61	-7	-1	-8	-1	-8	-9				
Total Transit Adjustments			-61	-7	-1	-8	-1	-8	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-31	-4	0	-4	0	-4	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-31	-4	0	-4	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				116	16	132	17	122	139				
Total External Trips			**999**	**116**	**16**	**132**	**17**	**122**	**139**				
New External Trips Percent of Total Project Trips			92%	91%	94%	92%	94%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			69	8	1	9	1	9	10				
Total Transit Trips			69	8	1	9	1	9	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 400

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	116	0	116	36	0	0	17	0	17	5	0	0	500	0	500	75	0	0
Exit	16	0	16	4	0	0	122	0	122	28	0	0	500	0	500	110	0	0
Total	132	0	132				139	0	139				1000	0	1000			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	116	0	0	116	17	0	0	17	500	0	0	500
Exit	16	0	0	16	122	0	0	122	500	0	0	500
Total	132	0	0	132	139	0	0	139	1000	0	0	1000
Single-Use Trip Gen.	132	0	0	132	139	0	0	139	1000	0	0	1000
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 401

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	119.9 KSF	ITE (110)	836	97	13	110	14	102	116	88%	12%	12%	88%
Total Trips			**836**	**97**	**13**	**110**	**14**	**102**	**116**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-47	-5	-1	-6	-1	-5	-6				
Total Transit Adjustments			-47	-5	-1	-6	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-23	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-23	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				89	12	101	13	94	107				
Total External Trips			**766**	**89**	**12**	**101**	**13**	**94**	**107**				
New External Trips Percent of Total Project Trips			92%	92%	92%	92%	93%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			53	6	1	7	1	6	7				
Total Transit Trips			53	6	1	7	1	6	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 401

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	89	0	89	28	0	0	13	0	13	4	0	0	383	0	383	57	0	0
Exit	12	0	12	3	0	0	94	0	94	22	0	0	383	0	383	84	0	0
Total	101	0	101				107	0	107				766	0	766			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	89	0	0	89	13	0	0	13	383	0	0	383
Exit	12	0	0	12	94	0	0	94	383	0	0	383
Total	101	0	0	101	107	0	0	107	766	0	0	766
Single-Use Trip Gen.	101	0	0	101	107	0	0	107	766	0	0	766
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 402

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	84.1 KSF	ITE (110)	586	68	9	77	10	72	82	88%	12%	12%	88%
Total Trips			**586**	**68**	**9**	**77**	**10**	**72**	**82**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-33	-4	0	-4	-1	-4	-5				
Total Transit Adjustments			-33	-4	0	-4	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-16	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-16	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				62	9	71	9	66	75				
Total External Trips			**537**	**62**	**9**	**71**	**9**	**66**	**75**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	90%	92%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			37	4	1	5	1	4	5				
Total Transit Trips			37	4	1	5	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 402

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	62	0	62	19	0	0	9	0	9	3	0	0	269	0	269	40	0	0
Exit	9	0	9	2	0	0	66	0	66	15	0	0	269	0	269	59	0	0
Total	71	0	71				75	0	75				538	0	538			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	62	0	0	62	9	0	0	9	269	0	0	269
Exit	9	0	0	9	66	0	0	66	269	0	0	269
Total	71	0	0	71	75	0	0	75	538	0	0	538
Single-Use Trip Gen.	71	0	0	71	75	0	0	75	538	0	0	538
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 403

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	142.2 KSF	ITE (110)	991	115	16	131	17	121	138	88%	12%	12%	88%
Total Trips			**991**	**115**	**16**	**131**	**17**	**121**	**138**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-55	-6	-1	-7	-1	-7	-8				
Total Transit Adjustments			-55	-6	-1	-7	-1	-7	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-28	-4	0	-4	0	-4	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-28	-4	0	-4	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				105	15	120	16	110	126				
Total External Trips			**908**	**105**	**15**	**120**	**16**	**110**	**126**				
New External Trips Percent of Total Project Trips			92%	91%	94%	92%	94%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			62	7	1	8	1	8	9				
Total Transit Trips			62	7	1	8	1	8	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 403

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	105	0	105	33	0	0	16	0	16	5	0	0	454	0	454	68	0	0
Exit	15	0	15	3	0	0	110	0	110	25	0	0	454	0	454	100	0	0
Total	120	0	120				126	0	126				908	0	908			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	9	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	105	0	0	105	16	0	0	16	454	0	0	454
Exit	15	0	0	15	110	0	0	110	454	0	0	454
Total	120	0	0	120	126	0	0	126	908	0	0	908
Single-Use Trip Gen.	120	0	0	120	126	0	0	126	908	0	0	908
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 404

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 404

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 405

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	31.9 KSF	ITE (110)	223	26	3	29	4	27	31	88%	12%	12%	88%
Total Trips			**223**	**26**	**3**	**29**	**4**	**27**	**31**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-12	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-12	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-6	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				23	3	26	4	24	28				
Total External Trips			**205**	**23**	**3**	**26**	**4**	**24**	**28**				
New External Trips Percent of Total Project Trips			92%	88%	100%	90%	100%	89%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			14	2	0	2	0	2	2				
Total Transit Trips			14	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 405

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	23	0	23	7	0	0	4	0	4	1	0	0	103	0	103	15	0	0
Exit	3	0	3	1	0	0	24	0	24	6	0	0	103	0	103	23	0	0
Total	26	0	26				28	0	28				206	0	206			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	23	0	0	23	4	0	0	4	103	0	0	103
Exit	3	0	0	3	24	0	0	24	103	0	0	103
Total	26	0	0	26	28	0	0	28	206	0	0	206
Single-Use Trip Gen.	26	0	0	26	28	0	0	28	206	0	0	206
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 406

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	75.2 KSF	ITE (110)	524	61	8	69	9	64	73	88%	12%	12%	88%
Total Trips			**524**	**61**	**8**	**69**	**9**	**64**	**73**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-29	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-29	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-15	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-15	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				55	8	63	9	58	67				
Total External Trips			**480**	**55**	**8**	**63**	**9**	**58**	**67**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			33	4	0	4	1	4	5				
Total Transit Trips			33	4	0	4	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 406

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	55	0	55	17	0	0	9	0	9	3	0	0	240	0	240	36	0	0
Exit	8	0	8	2	0	0	58	0	58	13	0	0	240	0	240	53	0	0
Total	63	0	63				67	0	67				480	0	480			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	55	0	0	55	9	0	0	9	240	0	0	240
Exit	8	0	0	8	58	0	0	58	240	0	0	240
Total	63	0	0	63	67	0	0	67	480	0	0	480
Single-Use Trip Gen.	63	0	0	63	67	0	0	67	480	0	0	480
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 407a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	127.1 KSF	ITE (110)	886	103	14	117	15	108	123	88%	12%	12%	88%
Total Trips			**886**	**103**	**14**	**117**	**15**	**108**	**123**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-50	-6	-1	-7	-1	-6	-7				
Total Transit Adjustments			-50	-6	-1	-7	-1	-6	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-25	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-25	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				94	13	107	14	99	113				
Total External Trips			**811**	**94**	**13**	**107**	**14**	**99**	**113**				
New External Trips Percent of Total Project Trips			92%	91%	93%	91%	93%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			56	6	1	7	1	7	8				
Total Transit Trips			56	6	1	7	1	7	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 407a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	94	0	94	29	0	0	14	0	14	4	0	0	406	0	406	61	0	0
Exit	13	0	13	3	0	0	99	0	99	23	0	0	406	0	406	89	0	0
Total	107	0	107				113	0	113				812	0	812			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	94	0	0	94	14	0	0	14	406	0	0	406
Exit	13	0	0	13	99	0	0	99	406	0	0	406
Total	107	0	0	107	113	0	0	113	812	0	0	812
Single-Use Trip Gen.	107	0	0	107	113	0	0	113	812	0	0	812
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 407b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	22.9 KSF	ITE (110)	159	18	3	21	3	19	22	88%	12%	12%	88%
Total Trips			**159**	**18**	**3**	**21**	**3**	**19**	**22**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-9	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-9	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-4	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-4	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				16	3	19	3	17	20				
Total External Trips			**146**	**16**	**3**	**19**	**3**	**17**	**20**				
New External Trips Percent of Total Project Trips			92%	89%	100%	90%	100%	89%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			10	1	0	1	0	1	1				
Total Transit Trips			10	1	0	1	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 407b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	16	0	16	5	0	0	3	0	3	1	0	0	73	0	73	11	0	0
Exit	3	0	3	1	0	0	17	0	17	4	0	0	73	0	73	16	0	0
Total	19	0	19				20	0	20				146	0	146			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	16	0	0	16	3	0	0	3	73	0	0	73
Exit	3	0	0	3	17	0	0	17	73	0	0	73
Total	19	0	0	19	20	0	0	20	146	0	0	146
Single-Use Trip Gen.	19	0	0	19	20	0	0	20	146	0	0	146
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 408

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	12 Units	ITE (230)	102	2	7	9	7	4	11	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			102	2	7	9	7	4	11				
Retail	1.9 KSF	ITE (820)	519	9	6	15	22	23	45	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	49.1 KSF	ITE (110)	343	40	5	45	6	42	48	88%	12%	12%	88%
Total Trips			**964**	**51**	**18**	**69**	**35**	**69**	**104**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			-6	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-19	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-26	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-10	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-60	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-80	-2	-2	-4	-3	-4	-7				
Internal Trips Within This Block			-100	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				1	5	6	4	2	6				
Retail				7	4	11	18	17	35				
Office and Light Industrial				36	5	41	5	38	43				
Total External Trips			**758**	**44**	**14**	**58**	**27**	**57**	**84**				
New External Trips Percent of Total Project Trips			79%	86%	78%	84%	77%	83%	81%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			2	0	0	0	0	0	0				
Retail (1.3%)			7	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			22	3	0	3	0	3	3				
Total Transit Trips			31	3	0	3	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 408

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	36	0	36	11	0	0	6	1	5	2	1	1	157	7	150	24	7	7
Exit	5	0	5	1	0	0	38	0	38	9	0	0	157	11	146	35	9	9
Total	41	0	41				44	1	43				314	18	296			
	100%	0%	100%				100%	2%	98%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	8	1	7	1	3	1	20	2	18	2	2	2	227	26	201	20	17	17
Exit	5	1	4	1	1	1	20	3	17	2	2	2	227	22	205	25	15	15
Total	13	2	11				40	5	35				454	48	406			
	100%	15%	85%				100%	13%	88%				100%	11%	89%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	1	1	0	0	0	6	2	4	0	1	0	46	17	29	2	3	2
Exit	6	1	5	0	0	0	4	2	2	0	0	0	46	17	29	0	0	0
Total	8	2	6				10	4	6				92	34	58			
	100%	25%	75%				100%	40%	60%				100%	37%	63%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	36	7	1	44	5	18	4	27	150	201	29	380
Exit	5	4	5	14	38	17	2	57	146	205	29	380
Total	41	11	6	58	43	35	6	84	296	406	58	760
Single-Use Trip Gen.	41	13	8	62	44	40	10	94	314	454	92	860
INTERNAL CAPTURE				**6%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 409

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	47.1 KSF	ITE (710)	747	91	12	103	12	58	70	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**747**	**91**	**12**	**103**	**12**	**58**	**70**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-42	-5	-1	-6	-1	-3	-4				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-42	-5	-1	-6	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-21	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-21	-3	0	-3	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				83	11	94	11	53	64				
Total External Trips			**684**	**83**	**11**	**94**	**11**	**53**	**64**				
New External Trips Percent of Total Project Trips			92%	91%	92%	91%	92%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			47	5	1	6	1	3	4				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			47	5	1	6	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 409

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	83	0	83	26	0	0	11	0	11	3	0	0	342	0	342	51	0	0
Exit	11	0	11	3	0	0	53	0	53	12	0	0	342	0	342	75	0	0
Total	94	0	94				64	0	64				684	0	684			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	83	0	0	83	11	0	0	11	342	0	0	342
Exit	11	0	0	11	53	0	0	53	342	0	0	342
Total	94	0	0	94	64	0	0	64	684	0	0	684
Single-Use Trip Gen.	94	0	0	94	64	0	0	64	684	0	0	684
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 410

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	143.6 KSF	ITE (110)	1,001	116	16	132	17	122	139	88%	12%	12%	88%
Total Trips			**1,001**	**116**	**16**	**132**	**17**	**122**	**139**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-56	-6	-1	-7	-1	-7	-8				
Total Transit Adjustments			-56	-6	-1	-7	-1	-7	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-28	-4	0	-4	0	-4	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-28	-4	0	-4	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				106	15	121	16	111	127				
Total External Trips			**917**	**106**	**15**	**121**	**16**	**111**	**127**				
New External Trips Percent of Total Project Trips			92%	91%	94%	92%	94%	91%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			63	7	1	8	1	8	9				
Total Transit Trips			63	7	1	8	1	8	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 410

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	106	0	106	33	0	0	16	0	16	5	0	0	459	0	459	69	0	0
Exit	15	0	15	3	0	0	111	0	111	26	0	0	459	0	459	101	0	0
Total	121	0	121				127	0	127				918	0	918			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	9	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	106	0	0	106	16	0	0	16	459	0	0	459
Exit	15	0	0	15	111	0	0	111	459	0	0	459
Total	121	0	0	121	127	0	0	127	918	0	0	918
Single-Use Trip Gen.	121	0	0	121	127	0	0	127	918	0	0	918
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 411a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 411a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 411b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	25.1 KSF	ITE (110)	175	20	3	23	3	21	24	88%	12%	12%	88%
Total Trips			**175**	**20**	**3**	**23**	**3**	**21**	**24**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-10	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-10	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				18	3	21	3	19	22				
Total External Trips			**160**	**18**	**3**	**21**	**3**	**19**	**22**				
New External Trips Percent of Total Project Trips			91%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			11	1	0	1	0	2	2				
Total Transit Trips			11	1	0	1	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 411b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	18	0	18	6	0	0	3	0	3	1	0	0	80	0	80	12	0	0
Exit	3	0	3	1	0	0	19	0	19	4	0	0	80	0	80	18	0	0
Total	21	0	21				22	0	22				160	0	160			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	18	0	0	18	3	0	0	3	80	0	0	80
Exit	3	0	0	3	19	0	0	19	80	0	0	80
Total	21	0	0	21	22	0	0	22	160	0	0	160
Single-Use Trip Gen.	21	0	0	21	22	0	0	22	160	0	0	160
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 412

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	41.1 KSF	ITE (110)	287	33	5	38	5	35	40	88%	12%	12%	88%
Total Trips			**287**	**33**	**5**	**38**	**5**	**35**	**40**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	5	35	5	32	37				
Total External Trips			**263**	**30**	**5**	**35**	**5**	**32**	**37**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	3	3				
Total Transit Trips			18	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 412

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	132	0	132	20	0	0
Exit	5	0	5	1	0	0	32	0	32	7	0	0	132	0	132	29	0	0
Total	35	0	35				37	0	37				264	0	264			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	30	0	0	30	5	0	0	5	132	0	0	132
Exit	5	0	0	5	32	0	0	32	132	0	0	132
Total	35	0	0	35	37	0	0	37	264	0	0	264
Single-Use Trip Gen.	35	0	0	35	37	0	0	37	264	0	0	264
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 413

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	41.6 KSF	ITE (110)	290	33	5	38	5	35	40	88%	12%	12%	88%
Total Trips			**290**	**33**	**5**	**38**	**5**	**35**	**40**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	5	35	5	32	37				
Total External Trips			**266**	**30**	**5**	**35**	**5**	**32**	**37**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	3	3				
Total Transit Trips			18	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 413

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	133	0	133	20	0	0
Exit	5	0	5	1	0	0	32	0	32	7	0	0	133	0	133	29	0	0
Total	35	0	35				37	0	37				266	0	266			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	30	0	0	30	5	0	0	5	133	0	0	133
Exit	5	0	0	5	32	0	0	32	133	0	0	133
Total	35	0	0	35	37	0	0	37	266	0	0	266
Single-Use Trip Gen.	35	0	0	35	37	0	0	37	266	0	0	266
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 414

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	61.1 KSF	ITE (110)	426	49	7	56	7	52	59	88%	12%	12%	88%
Total Trips			**426**	**49**	**7**	**56**	**7**	**52**	**59**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-24	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-24	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-12	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				44	7	51	7	47	54				
Total External Trips			**390**	**44**	**7**	**51**	**7**	**47**	**54**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			27	4	0	4	0	4	4				
Total Transit Trips			27	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 414

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	44	0	44	14	0	0	7	0	7	2	0	0	195	0	195	29	0	0
Exit	7	0	7	2	0	0	47	0	47	11	0	0	195	0	195	43	0	0
Total	51	0	51				54	0	54				390	0	390			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	44	0	0	44	7	0	0	7	195	0	0	195
Exit	7	0	0	7	47	0	0	47	195	0	0	195
Total	51	0	0	51	54	0	0	54	390	0	0	390
Single-Use Trip Gen.	51	0	0	51	54	0	0	54	390	0	0	390
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 415

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 415

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 416

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 416

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 417a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	61.3 KSF	ITE (110)	427	49	7	56	7	52	59	88%	12%	12%	88%
Total Trips			**427**	**49**	**7**	**56**	**7**	**52**	**59**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-24	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-24	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-12	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				44	7	51	7	47	54				
Total External Trips			**391**	**44**	**7**	**51**	**7**	**47**	**54**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			27	4	0	4	0	4	4				
Total Transit Trips			27	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 417a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	44	0	44	14	0	0	7	0	7	2	0	0	196	0	196	29	0	0
Exit	7	0	7	2	0	0	47	0	47	11	0	0	196	0	196	43	0	0
Total	51	0	51				54	0	54				392	0	392			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	44	0	0	44	7	0	0	7	196	0	0	196
Exit	7	0	0	7	47	0	0	47	196	0	0	196
Total	51	0	0	51	54	0	0	54	392	0	0	392
Single-Use Trip Gen.	51	0	0	51	54	0	0	54	392	0	0	392
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 417b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	6.7 KSF	ITE (820)	1,172	19	12	31	51	53	104	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	3.9 KSF	ITE (110)	27	4	0	4	0	4	4	88%	12%	12%	88%
Total Trips			**1,199**	**23**	**12**	**35**	**51**	**57**	**108**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-13	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-2	0	0	0	0	0	0				
Total Transit Adjustments			-15	0	0	0	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-136	-2	-2	-4	-6	-6	-12				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-1	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-137	-2	-2	-4	-6	-6	-12				
Internal Trips Within This Block			-10	0	0	0	-1	-1	-2				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				17	10	27	44	46	90				
Office and Light Industrial				4	0	4	0	3	3				
Total External Trips			**1,037**	**21**	**10**	**31**	**44**	**49**	**93**				
New External Trips Percent of Total Project Trips			86%	91%	83%	89%	86%	86%	86%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			15	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			2	0	0	0	0	0	0				
Total Transit Trips			17	0	0	0	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 417b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	4	0	4	1	0	0	0	0	0	0	1	0	12	2	10	2	15	2
Exit	0	0	0	0	0	0	4	1	3	1	1	1	12	3	9	3	20	3
Total	4	0	4				4	1	3				24	5	19			
	100%	0%	100%				100%	25%	75%				100%	21%	79%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	17	0	17	2	0	0	45	1	44	4	0	0	512	3	509	46	0	0
Exit	10	0	10	1	0	0	46	0	46	6	0	0	512	2	510	56	0	0
Total	27	0	27				91	1	90				1024	5	1019			
	100%	0%	100%				100%	1%	99%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	4	17	0	21	0	44	0	44	10	509	0	519
Exit	0	10	0	10	3	46	0	49	9	510	0	519
Total	4	27	0	31	3	90	0	93	19	1019	0	1038
Single-Use Trip Gen.	4	27	0	31	4	91	0	95	24	1024	0	1048
INTERNAL CAPTURE				**0%**				**2%**				**1%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 418a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	13.2 KSF	ITE (820)	1,823	29	18	47	80	84	164	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	49.2 KSF	ITE (110)	343	40	5	45	6	42	48	88%	12%	12%	88%
Total Trips			**2,166**	**69**	**23**	**92**	**86**	**126**	**212**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-20	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-19	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-39	-4	0	-4	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-211	-3	-2	-5	-9	-10	-19				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-221	-4	-2	-6	-9	-11	-20				
Internal Trips Within This Block			-112	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				24	16	40	69	71	140				
Office and Light Industrial				36	4	40	4	37	41				
Total External Trips			**1,794**	**60**	**20**	**80**	**73**	**108**	**181**				
New External Trips Percent of Total Project Trips			83%	87%	87%	87%	85%	86%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			24	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			22	3	0	3	0	3	3				
Total Transit Trips			46	4	0	4	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 418a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	36	0	36	11	0	0	6	2	4	2	2	2	157	24	133	24	24	24
Exit	5	1	4	1	1	1	38	1	37	9	1	1	157	32	125	35	32	32
Total	41	1	40				44	3	41				314	56	258			
	100%	2%	98%				100%	7%	93%				100%	18%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	25	1	24	2	0	0	70	1	69	6	0	0	796	32	764	72	0	0
Exit	16	0	16	2	0	0	73	2	71	9	0	0	796	24	772	88	0	0
Total	41	1	40				143	3	140				1592	56	1536			
	100%	2%	98%				100%	2%	98%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	36	24	0	60	4	69	0	73	133	764	0	897
Exit	4	16	0	20	37	71	0	108	125	772	0	897
Total	40	40	0	80	41	140	0	181	258	1536	0	1794
Single-Use Trip Gen.	41	41	0	82	44	143	0	187	314	1592	0	1906
INTERNAL CAPTURE				**2%**				**3%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 418b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	8 Units	ITE (230)	71	1	6	7	5	3	8	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			71	1	6	7	5	3	8				
Retail	1.5 KSF	ITE (820)	451	8	5	13	19	20	39	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	39.6 KSF	ITE (110)	276	32	4	36	5	33	38	88%	12%	12%	88%
Total Trips			**798**	**41**	**15**	**56**	**29**	**56**	**85**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			-5	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-15	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-21	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-7	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-52	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-67	-2	-2	-4	-3	-4	-7				
Internal Trips Within This Block			-76	-1	-1	-2	-4	-4	-8				
New External Trips													
Residential				1	4	5	3	1	4				
Retail				7	4	11	15	15	30				
Office and Light Industrial				29	4	33	4	30	34				
Total External Trips			**634**	**36**	**12**	**48**	**22**	**46**	**68**				
New External Trips Percent of Total Project Trips			79%	88%	80%	86%	76%	82%	80%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			1	0	0	0	0	0	0				
Retail (1.3%)			6	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			17	2	0	2	0	2	2				
Total Transit Trips			24	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 418b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	29	0	29	9	0	0	5	1	4	2	1	1	127	6	121	19	6	6
Exit	4	0	4	1	0	0	30	0	30	7	0	0	127	9	118	28	8	8
Total	33	0	33				35	1	34				254	15	239			
	100%	0%	100%				100%	3%	97%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	7	1	6	1	3	1	17	2	15	2	2	2	197	20	177	18	12	12
Exit	4	0	4	0	0	0	17	2	15	2	1	1	197	17	180	22	11	11
Total	11	1	10				34	4	30				394	37	357			
	100%	9%	91%				100%	12%	88%				100%	9%	91%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	4	1	3	0	1	0	32	12	20	1	3	1
Exit	5	1	4	0	0	0	3	2	1	0	0	0	32	12	20	0	0	0
Total	6	1	5				7	3	4				64	24	40			
	100%	17%	83%				100%	43%	57%				100%	38%	63%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	29	6	1	36	4	15	3	22	121	177	20	318
Exit	4	4	4	12	30	15	1	46	118	180	20	318
Total	33	10	5	48	34	30	4	68	239	357	40	636
Single-Use Trip Gen.	33	11	6	50	35	34	7	76	254	394	64	712
INTERNAL CAPTURE				**4%**				**11%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 419

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	24 Units	ITE (230)	186	3	13	16	13	6	19	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			186	3	13	16	13	6	19				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**186**	**3**	**13**	**16**	**13**	**6**	**19**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-2	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-2	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-18	0	-1	-1	-1	-1	-2				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	0	-1	-1	-1	-1	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				3	12	15	12	5	17				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**166**	**3**	**12**	**15**	**12**	**5**	**17**				
New External Trips Percent of Total Project Trips			89%	100%	92%	94%	92%	83%	89%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			3	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			3	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 419

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	6	0	0	0	0	0	3	0	0	0	0	0	32	0
Exit	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	27	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	3	0	3	0	0	0	12	0	12	0	0	0	83	0	83	3	0	0
Exit	12	0	12	0	0	0	5	0	5	0	0	0	83	0	83	0	0	0
Total	15	0	15				17	0	17				166	0	166			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	3	3	0	0	12	12	0	0	83	83
Exit	0	0	12	12	0	0	5	5	0	0	83	83
Total	0	0	15	15	0	0	17	17	0	0	166	166
Single-Use Trip Gen.	0	0	15	15	0	0	17	17	0	0	166	166
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 420

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	12 Units	ITE (230)	102	2	7	9	7	4	11	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			102	2	7	9	7	4	11				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**102**	**2**	**7**	**9**	**7**	**4**	**11**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-1	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-10	0	-1	-1	-1	0	-1				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-10	0	-1	-1	-1	0	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				2	6	8	6	4	10				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**91**	**2**	**6**	**8**	**6**	**4**	**10**				
New External Trips Percent of Total Project Trips			89%	100%	86%	89%	86%	100%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			2	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			2	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 420

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	17	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	0	2	0	0	0	6	0	6	0	0	0	46	0	46	2	0	0
Exit	6	0	6	0	0	0	4	0	4	0	0	0	46	0	46	0	0	0
Total	8	0	8				10	0	10				92	0	92			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	2	2	0	0	6	6	0	0	46	46
Exit	0	0	6	6	0	0	4	4	0	0	46	46
Total	0	0	8	8	0	0	10	10	0	0	92	92
Single-Use Trip Gen.	0	0	8	8	0	0	10	10	0	0	92	92
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 421

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	137 Units	ITE (230)	846	11	55	66	52	26	78	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			846	11	55	66	52	26	78				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**846**	**11**	**55**	**66**	**52**	**26**	**78**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-11	0	-1	-1	-1	0	-1				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-11	0	-1	-1	-1	0	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-81	-1	-4	-5	-5	-2	-7				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-81	-1	-4	-5	-5	-2	-7				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				10	50	60	46	24	70				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**754**	**10**	**50**	**60**	**46**	**24**	**70**				
New External Trips Percent of Total Project Trips			89%	91%	91%	91%	88%	92%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			14	0	1	1	1	0	1				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			14	0	1	1	1	0	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 421

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	27	0	0	0	0	0	13	0	0	0	0	0	143	0
Exit	0	0	0	0	3	0	0	0	0	0	14	0	0	0	0	0	124	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	10	0	10	0	0	0	46	0	46	1	0	0	377	0	377	15	0	0
Exit	50	0	50	0	0	0	24	0	24	0	0	0	377	0	377	0	0	0
Total	60	0	60				70	0	70				754	0	754			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	10	10	0	0	46	46	0	0	377	377
Exit	0	0	50	50	0	0	24	24	0	0	377	377
Total	0	0	60	60	0	0	70	70	0	0	754	754
Single-Use Trip Gen.	0	0	60	60	0	0	70	70	0	0	754	754
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 422

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	54 Units	ITE (230)	376	5	27	32	24	12	36	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			376	5	27	32	24	12	36				
Retail	2.7 KSF	ITE (820)	656	11	7	18	28	29	57	61%	39%	49%	51%
Dos Rios Community Building	7.4 KSF	ITE (710)	45	5	1	6	1	2	3	88%	12%	17%	83%
Light Industrial	43.0 KSF	ITE (110)	300	35	5	40	5	37	42	88%	12%	12%	88%
Total Trips			**1,377**	**56**	**40**	**96**	**58**	**80**	**138**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-5	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-7	0	0	0	0	-1	-1				
Dos Rios Community Building (-5.6%)			-3	0	0	0	0	0	0				
Light Industrial (-5.6%)			-17	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-32	-2	-1	-3	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-36	0	-3	-3	-2	-1	-3				
Retail (-11.6%)			-76	-1	-1	-2	-3	-4	-7				
Dos Rios Community Building (-2.8%)			-1	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-121	-2	-4	-6	-5	-6	-11				
Internal Trips Within This Block			-162	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				4	22	26	18	9	27				
Retail				9	5	14	22	20	42				
Dos Rios Community Building and Light Industrial				37	6	43	5	35	40				
Total External Trips			**1,062**	**50**	**33**	**83**	**45**	**64**	**109**				
New External Trips Percent of Total Project Trips			77%	89%	83%	86%	78%	80%	79%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			6	0	1	1	1	0	1				
Retail (1.3%)			9	0	0	0	0	1	1				
Dos Rios Community Building (6.3%)			3	0	0	0	0	0	0				
Light Industrial (6.3%)			19	3	0	3	0	3	3				
Total Transit Trips			37	3	1	4	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 422

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
Dos Rios Community Buildir				**To-From Retail**			**Dos Rios Community Building T**			**To-From Retail**			**Dos Rios Community Buildir**			**To-From Retail**		
Enter	37	0	37	11	0	0	6	1	5	2	1	1	158	9	149	24	9	9
Exit	6	0	6	1	0	0	36	1	35	8	1	1	158	14	144	35	11	11
Total	43	0	43				42	2	40				316	23	293			
	100%	0%	100%				100%	5%	95%				100%	7%	93%			
	Retail Trips			**To-From Residential**			**Retail Trips**			**To-From Residential**			**Retail Trips**			**To-From Residential**		
Enter	10	1	9	1	12	1	25	3	22	2	6	2	287	37	250	26	64	26
Exit	6	1	5	1	2	1	24	4	20	3	7	3	287	41	246	32	55	32
Total	16	2	14				49	7	42				574	78	496			
	100%	13%	88%				100%	14%	86%				100%	14%	86%			
	Residential Trips			**To-From Dos Rios Community**			**Residential Trips**			**To-From Dos Rios Community**			**Residential Trips**			**To-From Dos Rios Community Build**		
Enter	5	1	4	0	0	0	21	3	18	0	1	0	168	35	133	7	3	3
Exit	23	1	22	0	0	0	11	2	9	0	0	0	168	26	142	0	0	0
Total	28	2	26				32	5	27				336	61	275			
	100%	7%	93%				100%	16%	84%				100%	18%	82%			

Net External Trips	***Dos Ri***	***Ret.***	***Res.***	***Total***	***Dos Ric***	***Ret.***	***Res.***	***Total***	***Dos Ric***	***Ret.***	***Res.***	***Total***
Enter	37	9	4	50	5	22	18	45	149	250	133	532
Exit	6	5	22	33	35	20	9	64	144	246	142	532
Total	43	14	26	83	40	42	27	109	293	496	275	1064
Single-Use Trip Gen.	43	16	28	87	42	49	32	123	316	574	336	1226
INTERNAL CAPTURE				**5%**				**11%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

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River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 423

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Middle School	407 student	ITE (522)	659	121	99	220	32	33	65	55%	45%	49%	51%
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**659**	**121**	**99**	**220**	**32**	**33**	**65**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**659**	**121**	**99**	**220**	**32**	**33**	**65**				
New External Trips Percent of Total Project Trips			100%	100%	100%	100%	100%	100%	100%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 423

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 424

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	6 Units	ITE (230)	56	1	4	5	4	2	6	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			56	1	4	5	4	2	6				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	16.7 KSF	ITE (110)	116	13	2	15	2	14	16	88%	12%	12%	88%
Total Trips			**172**	**14**	**6**	**20**	**6**	**16**	**22**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-6	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-7	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-5	0	0	0	-1	0	-1				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-3	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	0	0	0	-1	0	-1				
Internal Trips Within This Block			-2	0	0	0	0	0	0				
New External Trips													
Residential				1	4	5	3	2	5				
Retail				0	0	0	0	0	0				
Office and Light Industrial				12	2	14	2	13	15				
Total External Trips			**155**	**13**	**6**	**19**	**5**	**15**	**20**				
New External Trips Percent of Total Project Trips			90%	93%	100%	95%	83%	94%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			1	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			7	1	0	1	0	1	1				
Total Transit Trips			8	1	0	1	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 424

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	12	0	12	4	0	0	2	0	2	1	0	0	54	0	54	8	0	0
Exit	2	0	2	0	0	0	13	0	13	3	0	0	54	1	53	12	0	0
Total	14	0	14				15	0	15				108	1	107			
	100%	0%	100%				100%	0%	100%				100%	1%	99%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	10	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	3	0	3	0	0	0	25	1	24	1	1	1
Exit	4	0	4	0	0	0	2	0	2	0	0	0	25	0	25	0	0	0
Total	5	0	5				5	0	5				50	1	49			
	100%	0%	100%				100%	0%	100%				100%	2%	98%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	12	0	1	13	2	0	3	5	54	0	24	78
Exit	2	0	4	6	13	0	2	15	53	0	25	78
Total	14	0	5	19	15	0	5	20	107	0	49	156
Single-Use Trip Gen.	14	0	5	19	15	0	5	20	108	0	50	158
INTERNAL CAPTURE				**0%**				**0%**				**1%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 501a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	2.4 KSF	ITE (710)	74	8	1	9	1	3	4	88%	12%	17%	83%
Light Industrial	56.1 KSF	ITE (110)	391	46	6	52	6	48	54	88%	12%	12%	88%
Total Trips			**465**	**54**	**7**	**61**	**7**	**51**	**58**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-4	-1	0	-1	0	0	0				
Light Industrial (-5.6%)			-22	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-26	-4	0	-4	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-13	-1	0	-1	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				49	7	56	7	46	53				
Total External Trips			**426**	**49**	**7**	**56**	**7**	**46**	**53**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			5	1	0	1	0	0	0				
Light Industrial (6.3%)			25	3	0	3	0	3	3				
Total Transit Trips			30	4	0	4	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 501a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	49	0	49	15	0	0	7	0	7	2	0	0	213	0	213	32	0	0
Exit	7	0	7	2	0	0	46	0	46	11	0	0	213	0	213	47	0	0
Total	56	0	56				53	0	53				426	0	426			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	49	0	0	49	7	0	0	7	213	0	0	213
Exit	7	0	0	7	46	0	0	46	213	0	0	213
Total	56	0	0	56	53	0	0	53	426	0	0	426
Single-Use Trip Gen.	56	0	0	56	53	0	0	53	426	0	0	426
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 501b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	40.9 KSF	ITE (110)	285	33	5	38	5	35	40	88%	12%	12%	88%
Total Trips			**285**	**33**	**5**	**38**	**5**	**35**	**40**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	5	35	5	32	37				
Total External Trips			**261**	**30**	**5**	**35**	**5**	**32**	**37**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	93%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	3	3				
Total Transit Trips			18	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 501b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	131	0	131	20	0	0
Exit	5	0	5	1	0	0	32	0	32	7	0	0	131	0	131	29	0	0
Total	35	0	35				37	0	37				262	0	262			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	30	0	0	30	5	0	0	5	131	0	0	131
Exit	5	0	0	5	32	0	0	32	131	0	0	131
Total	35	0	0	35	37	0	0	37	262	0	0	262
Single-Use Trip Gen.	35	0	0	35	37	0	0	37	262	0	0	262
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 502

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	16.4 KSF	ITE (820)	2,100	32	21	53	93	97	190	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,100**	**32**	**21**	**53**	**93**	**97**	**190**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-23	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-23	-1	0	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-244	-4	-2	-6	-11	-11	-22				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-244	-4	-2	-6	-11	-11	-22				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				27	19	46	81	85	166				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,833**	**27**	**19**	**46**	**81**	**85**	**166**				
New External Trips Percent of Total Project Trips			87%	84%	90%	87%	87%	88%	87%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			27	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			27	1	0	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 502

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	28	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	37	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	27	0	27	2	0	0	81	0	81	7	0	0	917	0	917	83	0	0
Exit	19	0	19	2	0	0	85	0	85	10	0	0	917	0	917	101	0	0
Total	46	0	46				166	0	166				1834	0	1834			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	27	0	27	0	81	0	81	0	917	0	917
Exit	0	19	0	19	0	85	0	85	0	917	0	917
Total	0	46	0	46	0	166	0	166	0	1834	0	1834
Single-Use Trip Gen.	0	46	0	46	0	166	0	166	0	1834	0	1834
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 503

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	53.4 KSF	ITE (110)	372	43	6	49	6	46	52	88%	12%	12%	88%
Total Trips			**372**	**43**	**6**	**49**	**6**	**46**	**52**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-21	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-21	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-10	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				39	6	45	6	42	48				
Total External Trips			**341**	**39**	**6**	**45**	**6**	**42**	**48**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			23	3	0	3	0	3	3				
Total Transit Trips			23	3	0	3	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 503

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	39	0	39	12	0	0	6	0	6	2	0	0	171	0	171	26	0	0
Exit	6	0	6	1	0	0	42	0	42	10	0	0	171	0	171	38	0	0
Total	45	0	45				48	0	48				342	0	342			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	39	0	0	39	6	0	0	6	171	0	0	171
Exit	6	0	0	6	42	0	0	42	171	0	0	171
Total	45	0	0	45	48	0	0	48	342	0	0	342
Single-Use Trip Gen.	45	0	0	45	48	0	0	48	342	0	0	342
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 504

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	19.9 KSF	ITE (820)	2,380	36	23	59	106	110	216	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	17.4 KSF	ITE (110)	122	14	2	16	2	15	17	88%	12%	12%	88%
Total Trips			**2,502**	**50**	**25**	**75**	**108**	**125**	**233**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-26	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-7	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-33	-2	0	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-276	-4	-3	-7	-12	-13	-25				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-3	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-279	-4	-3	-7	-12	-13	-25				
Internal Trips Within This Block			-40	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				31	19	50	91	95	186				
Office and Light Industrial				12	2	14	1	12	13				
Total External Trips			**2,150**	**43**	**21**	**64**	**92**	**107**	**199**				
New External Trips Percent of Total Project Trips			86%	86%	84%	85%	85%	86%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			31	1	0	1	1	2	3				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			8	1	0	1	0	1	1				
Total Transit Trips			39	2	0	2	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 504

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	13	1	12	4	1	1	2	1	1	1	3	1	56	8	48	8	31	8
Exit	2	0	2	0	1	0	14	2	12	3	2	2	56	12	44	12	42	12
Total	15	1	14				16	3	13				112	20	92			
	100%	7%	93%				100%	19%	81%				100%	18%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	31	0	31	3	0	0	93	2	91	8	0	0	1039	12	1027	94	0	0
Exit	20	1	19	2	0	0	96	1	95	12	0	0	1039	8	1031	114	0	0
Total	51	1	50				189	3	186				2078	20	2058			
	100%	2%	98%				100%	2%	98%				100%	1%	99%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	12	31	0	43	1	91	0	92	48	1027	0	1075
Exit	2	19	0	21	12	95	0	107	44	1031	0	1075
Total	14	50	0	64	13	186	0	199	92	2058	0	2150
Single-Use Trip Gen.	15	51	0	66	16	189	0	205	112	2078	0	2190
INTERNAL CAPTURE				**3%**				**3%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 505a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	4 Units	ITE (230)	39	1	3	4	3	1	4	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			39	1	3	4	3	1	4				
Retail	57.8 KSF	ITE (820)	4,757	68	43	111	216	225	441	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,796**	**69**	**46**	**115**	**219**	**226**	**445**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-1	0	0	0	0	0	0				
Retail (-1.1%)			-52	-1	0	-1	-2	-3	-5				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-53	-1	0	-1	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-4	0	0	0	0	0	0				
Retail (-11.6%)			-552	-8	-5	-13	-25	-26	-51				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-556	-8	-5	-13	-25	-26	-51				
Internal Trips Within This Block			-24	-2	-2	-4	-2	-2	-4				
New External Trips													
Residential				1	1	2	2	0	2				
Retail				59	38	97	188	195	383				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**4,163**	**58**	**39**	**97**	**190**	**195**	**385**				
New External Trips Percent of Total Project Trips			87%	84%	85%	84%	87%	86%	87%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			1	0	0	0	0	0	0				
Retail (1.3%)			62	1	0	1	3	3	6				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			63	1	0	1	3	3	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 505a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	62	0
Exit	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	83	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	59	2	57	5	2	2	189	1	188	17	1	1	2077	6	2071	187	6	6
Exit	38	0	38	5	0	0	196	1	195	24	1	1	2077	6	2071	228	6	6
Total	97	2	95				385	2	383				4154	12	4142			
	100%	2%	98%				100%	1%	99%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	3	1	2	0	0	0	17	6	11	1	0	0
Exit	3	2	1	0	0	0	1	1	0	0	0	0	17	6	11	0	0	0
Total	4	2	2				4	2	2				34	12	22			
	100%	50%	50%				100%	50%	50%				100%	35%	65%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	57	1	58	0	188	2	190	0	2071	11	2082
Exit	0	38	1	39	0	195	0	195	0	2071	11	2082
Total	0	95	2	97	0	383	2	385	0	4142	22	4164
Single-Use Trip Gen.	0	97	4	101	0	385	4	389	0	4154	34	4188
INTERNAL CAPTURE				**4%**				**1%**				**1%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 505b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	3 Units	ITE (230)	30	1	2	3	2	1	3	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			30	1	2	3	2	1	3				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**30**	**1**	**2**	**3**	**2**	**1**	**3**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-3	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-3	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				1	2	3	2	1	3				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**27**	**1**	**2**	**3**	**2**	**1**	**3**				
New External Trips Percent of Total Project Trips			90%	100%	100%	100%	100%	100%	100%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 505b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	2	0	2	0	0	0	14	0	14	1	0	0
Exit	2	0	2	0	0	0	1	0	1	0	0	0	14	0	14	0	0	0
Total	3	0	3				3	0	3				28	0	28			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	1	1	0	0	2	2	0	0	14	14
Exit	0	0	2	2	0	0	1	1	0	0	14	14
Total	0	0	3	3	0	0	3	3	0	0	28	28
Single-Use Trip Gen.	0	0	3	3	0	0	3	3	0	0	28	28
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 520a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 520a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 520b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 520b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 506

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	15 Units	ITE (230)	123	2	9	11	9	4	13	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			123	2	9	11	9	4	13				
Retail	32.6 KSF	ITE (820)	3,276	48	31	79	147	153	300	61%	39%	49%	51%
Office	2.5 KSF	ITE (710)	78	9	1	10	1	3	4	88%	12%	17%	83%
Light Industrial	4.7 KSF	ITE (110)	33	4	0	4	1	4	5	88%	12%	12%	88%
Total Trips			**3,510**	**63**	**41**	**104**	**158**	**164**	**322**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-2	0	0	0	0	0	0				
Retail (-1.1%)			-36	-1	0	-1	-1	-2	-3				
Office (-5.6%)			-4	-1	0	-1	0	0	0				
Light Industrial (-5.6%)			-2	0	0	0	0	0	0				
Total Transit Adjustments			-44	-2	0	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-12	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-380	-5	-4	-9	-17	-18	-35				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-1	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-395	-5	-5	-10	-18	-18	-36				
Internal Trips Within This Block			-118	-6	-6	-12	-7	-7	-14				
New External Trips													
Residential				1	4	5	6	2	8				
Retail				41	25	66	125	130	255				
Office and Light Industrial				11	1	12	1	5	6				
Total External Trips			**2,953**	**50**	**30**	**80**	**132**	**137**	**269**				
New External Trips Percent of Total Project Trips			84%	79%	73%	77%	84%	84%	84%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			2	0	0	0	0	0	0				
Retail (1.3%)			43	1	0	1	2	2	4				
Office (6.3%)			5	1	0	1	0	0	0				
Light Industrial (6.3%)			2	0	0	0	0	0	0				
Total Transit Trips			52	2	0	2	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 506

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	12	1	11	4	1	1	2	1	1	1	4	1	51	8	43	8	43	8
Exit	1	0	1	0	1	0	7	2	5	2	3	2	51	12	39	11	57	11
Total	13	1	12				9	3	6				102	20	82			
	100%	8%	92%				100%	33%	67%				100%	20%	80%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	42	4	38	4	4	4	129	4	125	12	2	2	1430	32	1398	129	21	21
Exit	27	2	25	3	1	1	133	3	130	16	2	2	1430	26	1404	157	18	18
Total	69	6	63				262	7	255				2860	58	2802			
	100%	9%	91%				100%	3%	97%				100%	2%	98%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	1	1	0	0	0	8	2	6	0	0	0	55	19	36	2	1	1
Exit	8	4	4	0	0	0	4	2	2	0	0	0	55	21	34	0	0	0
Total	10	5	5				12	4	8				110	40	70			
	100%	50%	50%				100%	33%	67%				100%	36%	64%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	11	38	1	50	1	125	6	132	43	1398	36	1477
Exit	1	25	4	30	5	130	2	137	39	1404	34	1477
Total	12	63	5	80	6	255	8	269	82	2802	70	2954
Single-Use Trip Gen.	13	69	10	92	9	262	12	283	102	2860	110	3072
INTERNAL CAPTURE				**13%**				**5%**				**4%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 507

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	12.4 KSF	ITE (820)	1,744	27	18	45	77	80	157	61%	39%	49%	51%
Office	1.6 KSF	ITE (710)	56	6	1	7	0	2	2	88%	12%	17%	83%
Light Industrial	58.9 KSF	ITE (110)	411	48	6	54	7	50	57	88%	12%	12%	88%
Total Trips			**2,211**	**81**	**25**	**106**	**84**	**132**	**216**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-19	0	0	0	-1	-1	-2				
Office (-5.6%)			-3	0	0	0	0	0	0				
Light Industrial (-5.6%)			-23	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-45	-3	0	-3	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-202	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-216	-5	-2	-7	-9	-11	-20				
Internal Trips Within This Block			-106	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				24	16	40	66	68	134				
Office and Light Industrial				49	7	56	5	46	51				
Total External Trips			**1,844**	**73**	**23**	**96**	**71**	**114**	**185**				
New External Trips Percent of Total Project Trips			83%	90%	92%	91%	85%	86%	86%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			23	1	0	1	1	1	2				
Office (6.3%)			4	0	0	0	0	0	0				
Light Industrial (6.3%)			26	3	0	3	0	4	4				
Total Transit Trips			53	4	0	4	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 507

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	49	0	49	15	0	0	7	2	5	2	2	2	214	23	191	32	23	23
Exit	7	0	7	2	0	0	47	1	46	11	1	1	214	30	184	47	30	30
Total	56	0	56				54	3	51				428	53	375			
	100%	0%	100%				100%	6%	94%				100%	12%	88%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	0	24	2	0	0	67	1	66	6	0	0	762	30	732	69	0	0
Exit	16	0	16	2	0	0	70	2	68	8	0	0	762	23	739	84	0	0
Total	40	0	40				137	3	134				1524	53	1471			
	100%	0%	100%				100%	2%	98%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	49	24	0	73	5	66	0	71	191	732	0	923
Exit	7	16	0	23	46	68	0	114	184	739	0	923
Total	56	40	0	96	51	134	0	185	375	1471	0	1846
Single-Use Trip Gen.	56	40	0	96	54	137	0	191	428	1524	0	1952
INTERNAL CAPTURE				**0%**				**3%**				**5%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 508

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	38.5 KSF	ITE (110)	268	31	4	35	4	33	37	88%	12%	12%	88%
Total Trips			**268**	**31**	**4**	**35**	**4**	**33**	**37**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-15	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-15	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				28	4	32	4	30	34				
Total External Trips			**245**	**28**	**4**	**32**	**4**	**30**	**34**				
New External Trips Percent of Total Project Trips			91%	90%	100%	91%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			17	2	0	2	0	2	2				
Total Transit Trips			17	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 508

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	28	0	28	9	0	0	4	0	4	1	0	0	123	0	123	18	0	0
Exit	4	0	4	1	0	0	30	0	30	7	0	0	123	0	123	27	0	0
Total	32	0	32				34	0	34				246	0	246			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	28	0	0	28	4	0	0	4	123	0	0	123
Exit	4	0	0	4	30	0	0	30	123	0	0	123
Total	32	0	0	32	34	0	0	34	246	0	0	246
Single-Use Trip Gen.	32	0	0	32	34	0	0	34	246	0	0	246
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 509

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	72.8 KSF	ITE (110)	507	59	8	67	9	62	71	88%	12%	12%	88%
Total Trips			**507**	**59**	**8**	**67**	**9**	**62**	**71**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-28	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-28	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-14	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-14	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				53	8	61	9	56	65				
Total External Trips			**465**	**53**	**8**	**61**	**9**	**56**	**65**				
New External Trips Percent of Total Project Trips			92%	90%	100%	91%	100%	90%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			32	4	0	4	0	4	4				
Total Transit Trips			32	4	0	4	0	4	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 509

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	53	0	53	16	0	0	9	0	9	3	0	0	233	0	233	35	0	0
Exit	8	0	8	2	0	0	56	0	56	13	0	0	233	0	233	51	0	0
Total	61	0	61				65	0	65				466	0	466			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	53	0	0	53	9	0	0	9	233	0	0	233
Exit	8	0	0	8	56	0	0	56	233	0	0	233
Total	61	0	0	61	65	0	0	65	466	0	0	466
Single-Use Trip Gen.	61	0	0	61	65	0	0	65	466	0	0	466
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 510

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	1.9 KSF	ITE (710)	64	7	1	8	1	2	3	88%	12%	17%	83%
Light Industrial	56.6 KSF	ITE (110)	394	46	6	52	7	48	55	88%	12%	12%	88%
Total Trips			**458**	**53**	**7**	**60**	**8**	**50**	**58**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			-4	0	0	0	0	0	0				
Light Industrial (-5.6%)			-22	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-26	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-13	-1	0	-1	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				49	7	56	8	45	53				
Total External Trips			**419**	**49**	**7**	**56**	**8**	**45**	**53**				
New External Trips Percent of Total Project Trips			91%	92%	100%	93%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			4	1	0	1	0	0	0				
Light Industrial (6.3%)			25	3	0	3	0	3	3				
Total Transit Trips			29	4	0	4	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 510

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	49	0	49	15	0	0	8	0	8	2	0	0	210	0	210	32	0	0
Exit	7	0	7	2	0	0	45	0	45	10	0	0	210	0	210	46	0	0
Total	56	0	56				53	0	53				420	0	420			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	49	0	0	49	8	0	0	8	210	0	0	210
Exit	7	0	0	7	45	0	0	45	210	0	0	210
Total	56	0	0	56	53	0	0	53	420	0	0	420
Single-Use Trip Gen.	56	0	0	56	53	0	0	53	420	0	0	420
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 511

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	24.5 KSF	ITE (820)	2,720	41	26	67	122	126	248	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	65.5 KSF	ITE (110)	456	53	7	60	8	55	63	88%	12%	12%	88%
Total Trips			**3,176**	**94**	**33**	**127**	**130**	**181**	**311**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-30	-1	0	-1	-1	-2	-3				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-26	-3	0	-3	0	-4	-4				
Total Transit Adjustments			-56	-4	0	-4	-1	-6	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-316	-5	-3	-8	-14	-15	-29				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-13	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-329	-7	-3	-10	-14	-17	-31				
Internal Trips Within This Block			-154	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				34	22	56	105	107	212				
Office and Light Industrial				47	6	53	6	47	53				
Total External Trips			**2,637**	**81**	**28**	**109**	**111**	**154**	**265**				
New External Trips Percent of Total Project Trips			83%	86%	85%	86%	85%	85%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			35	1	0	1	1	2	3				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			29	4	0	4	0	4	4				
Total Transit Trips			64	5	0	5	1	6	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 511

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	48	1	47	15	1	1	8	2	6	2	3	2	209	31	178	31	36	31
Exit	7	1	6	2	1	1	49	2	47	11	2	2	209	46	163	46	47	46
Total	55	2	53				57	4	53				418	77	341			
	100%	4%	96%				100%	7%	93%				100%	18%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	35	1	34	3	0	0	107	2	105	10	0	0	1187	46	1141	107	0	0
Exit	23	1	22	3	0	0	109	2	107	13	0	0	1187	31	1156	131	0	0
Total	58	2	56				216	4	212				2374	77	2297			
	100%	3%	97%				100%	2%	98%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	47	34	0	81	6	105	0	111	178	1141	0	1319
Exit	6	22	0	28	47	107	0	154	163	1156	0	1319
Total	53	56	0	109	53	212	0	265	341	2297	0	2638
Single-Use Trip Gen.	55	58	0	113	57	216	0	273	418	2374	0	2792
INTERNAL CAPTURE				**4%**				**3%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 512

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	24.0 KSF	ITE (110)	167	19	3	22	3	20	23	88%	12%	12%	88%
Total Trips			**167**	**19**	**3**	**22**	**3**	**20**	**23**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-9	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-9	-1	0	-1	0	-1	-1				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-5	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				17	3	20	3	18	21				
Total External Trips			**153**	**17**	**3**	**20**	**3**	**18**	**21**				
New External Trips Percent of Total Project Trips			92%	89%	100%	91%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			11	1	0	1	0	1	1				
Total Transit Trips			11	1	0	1	0	1	1				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 512

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	17	0	17	5	0	0	3	0	3	1	0	0	77	0	77	12	0	0
Exit	3	0	3	1	0	0	18	0	18	4	0	0	77	0	77	17	0	0
Total	20	0	20				21	0	21				154	0	154			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	17	0	0	17	3	0	0	3	77	0	0	77
Exit	3	0	0	3	18	0	0	18	77	0	0	77
Total	20	0	0	20	21	0	0	21	154	0	0	154
Single-Use Trip Gen.	20	0	0	20	21	0	0	21	154	0	0	154
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 513

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	90.3 KSF	ITE (110)	629	73	10	83	11	77	88	88%	12%	12%	88%
Total Trips			**629**	**73**	**10**	**83**	**11**	**77**	**88**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-35	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-35	-4	-1	-5	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-18	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				67	9	76	10	71	81				
Total External Trips			**576**	**67**	**9**	**76**	**10**	**71**	**81**				
New External Trips Percent of Total Project Trips			92%	92%	90%	92%	91%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			40	4	1	5	1	5	6				
Total Transit Trips			40	4	1	5	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 513

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	67	0	67	21	0	0	10	0	10	3	0	0	288	0	288	43	0	0
Exit	9	0	9	2	0	0	71	0	71	16	0	0	288	0	288	63	0	0
Total	76	0	76				81	0	81				576	0	576			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	67	0	0	67	10	0	0	10	288	0	0	288
Exit	9	0	0	9	71	0	0	71	288	0	0	288
Total	76	0	0	76	81	0	0	81	576	0	0	576
Single-Use Trip Gen.	76	0	0	76	81	0	0	81	576	0	0	576
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 514

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	13.3 KSF	ITE (820)	1,831	29	18	47	81	84	165	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	119.0 KSF	ITE (110)	829	96	13	109	14	101	115	88%	12%	12%	88%
Total Trips			**2,660**	**125**	**31**	**156**	**95**	**185**	**280**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-20	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-46	-5	-1	-6	-1	-5	-6				
Total Transit Adjustments			-66	-6	-1	-7	-2	-6	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-212	-3	-2	-5	-9	-10	-19				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-23	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-235	-6	-2	-8	-9	-13	-22				
Internal Trips Within This Block			-112	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				24	16	40	70	71	141				
Office and Light Industrial				88	11	99	11	92	103				
Total External Trips			**2,247**	**112**	**27**	**139**	**81**	**163**	**244**				
New External Trips Percent of Total Project Trips			84%	90%	87%	89%	85%	88%	87%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			24	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			52	6	1	7	1	6	7				
Total Transit Trips			76	7	1	8	2	7	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 514

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	88	0	88	27	0	0	13	2	11	4	2	2	380	24	356	57	24	24
Exit	12	1	11	3	1	1	93	1	92	21	1	1	380	32	348	84	32	32
Total	100	1	99				106	3	103				760	56	704			
	100%	1%	99%				100%	3%	97%				100%	7%	93%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	25	1	24	2	0	0	71	1	70	6	0	0	800	32	768	72	0	0
Exit	16	0	16	2	0	0	73	2	71	9	0	0	800	24	776	88	0	0
Total	41	1	40				144	3	141				1600	56	1544			
	100%	2%	98%				100%	2%	98%				100%	4%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	8	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	88	24	0	112	11	70	0	81	356	768	0	1124
Exit	11	16	0	27	92	71	0	163	348	776	0	1124
Total	99	40	0	139	103	141	0	244	704	1544	0	2248
Single-Use Trip Gen.	100	41	0	141	106	144	0	250	760	1600	0	2360
INTERNAL CAPTURE				**1%**				**2%**				**5%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 515

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office & Salvation Army (16,000 sf)	19.8 KSF	ITE (710)	218	25	3	28	6	31	37	88%	12%	17%	83%
Light Industrial	63.4 KSF	ITE (110)	442	51	7	58	7	55	62	88%	12%	12%	88%
Total Trips			**660**	**76**	**10**	**86**	**13**	**86**	**99**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office & Salvation Army (16,000 sf) (-5.6%)			-12	-2	0	-2	0	-2	-2				
Light Industrial (-5.6%)			-25	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-37	-5	0	-5	0	-5	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office & Salvation Army (16,000 sf) (-2.8%)			-6	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-18	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office & Salvation Army (16,000 sf) and Light Industrial				68	10	78	13	78	91				
Total External Trips			**605**	**68**	**10**	**78**	**13**	**78**	**91**				
New External Trips Percent of Total Project Trips			92%	89%	100%	91%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office & Salvation Army (16,000 sf) (6.3%)			14	2	0	2	0	2	2				
Light Industrial (6.3%)			28	4	0	4	0	4	4				
Total Transit Trips			42	6	0	6	0	6	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 515

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
ffice & Salvation Army (16,00				**To-From Retail**			**Office & Salvation Army (16,000 sf**			**To-From Retail**			**Office & Salvation Army (16,00**			**To-From Retail**		
Enter	68	0	68	21	0	0	13	0	13	4	0	0	303	0	303	45	0	0
Exit	10	0	10	2	0	0	78	0	78	18	0	0	303	0	303	67	0	0
Total	78	0	78				91	0	91				606	0	606			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			**To-From Residential**			**Retail Trips**			**To-From Residential**			**Retail Trips**			**To-From Residential**		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			**To-From Office & Salvation Army**			**Residential Trips**			**To-From Office & Salvation Arm**			**Residential Trips**			**To-From Office & Salvation Army (16,(**		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	68	0	0	68	13	0	0	13	303	0	0	303
Exit	10	0	0	10	78	0	0	78	303	0	0	303
Total	78	0	0	78	91	0	0	91	606	0	0	606
Single-Use Trip Gen.	78	0	0	78	91	0	0	91	606	0	0	606
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

)00 sf]

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 516

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	40.0 KSF	ITE (110)	279	33	4	37	5	34	39	88%	12%	12%	88%
Total Trips			**279**	**33**	**4**	**37**	**5**	**34**	**39**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-16	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-16	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				30	4	34	5	31	36				
Total External Trips			**255**	**30**	**4**	**34**	**5**	**31**	**36**				
New External Trips Percent of Total Project Trips			91%	91%	100%	92%	100%	91%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			18	2	0	2	0	2	2				
Total Transit Trips			18	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 516

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	30	0	30	9	0	0	5	0	5	2	0	0	128	0	128	19	0	0
Exit	4	0	4	1	0	0	31	0	31	7	0	0	128	0	128	28	0	0
Total	34	0	34				36	0	36				256	0	256			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	30	0	0	30	5	0	0	5	128	0	0	128
Exit	4	0	0	4	31	0	0	31	128	0	0	128
Total	34	0	0	34	36	0	0	36	256	0	0	256
Single-Use Trip Gen.	34	0	0	34	36	0	0	36	256	0	0	256
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 517

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	16.6 KSF	ITE (820)	2,114	32	21	53	94	97	191	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	31.3 KSF	ITE (110)	218	26	3	29	4	26	30	88%	12%	12%	88%
Total Trips			**2,332**	**58**	**24**	**82**	**98**	**123**	**221**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-23	-1	0	-1	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-12	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-35	-3	0	-3	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-245	-4	-2	-6	-11	-11	-22				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-251	-5	-2	-7	-11	-12	-23				
Internal Trips Within This Block			-74	-2	-2	-4	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				26	18	44	80	84	164				
Office and Light Industrial				22	2	24	3	21	24				
Total External Trips			**1,972**	**48**	**20**	**68**	**83**	**105**	**188**				
New External Trips Percent of Total Project Trips			85%	83%	83%	83%	85%	85%	85%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			27	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			14	2	0	2	0	2	2				
Total Transit Trips			41	3	0	3	1	3	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 517

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	23	1	22	7	1	1	4	1	3	1	3	1	100	15	85	15	28	15
Exit	3	1	2	1	1	1	23	2	21	5	2	2	100	22	78	22	37	22
Total	26	2	24				27	3	24				200	37	163			
	100%	8%	92%				100%	11%	89%				100%	19%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	27	1	26	2	0	0	82	2	80	7	0	0	923	22	901	83	0	0
Exit	19	1	18	2	0	0	85	1	84	10	0	0	923	15	908	102	0	0
Total	46	2	44				167	3	164				1846	37	1809			
	100%	4%	96%				100%	2%	98%				100%	2%	98%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	22	26	0	48	3	80	0	83	85	901	0	986
Exit	2	18	0	20	21	84	0	105	78	908	0	986
Total	24	44	0	68	24	164	0	188	163	1809	0	1972
Single-Use Trip Gen.	26	46	0	72	27	167	0	194	200	1846	0	2046
INTERNAL CAPTURE				**6%**				**3%**				**4%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 518

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	60	Units ITE (230)	412	6	28	34	27	13	40	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0	Units ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0	rooms ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			412	6	28	34	27	13	40				
Retail	0.0	KSF ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office & Quinn Bldgs (17,269 sf)	36.6	KSF ITE (710)	495	58	8	66	11	52	63	88%	12%	17%	83%
Light Industrial	0.0	KSF ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**907**	**64**	**36**	**100**	**38**	**65**	**103**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-5	0	-1	-1	-1	0	-1				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office & Quinn Bldgs (17,269 sf) (-5.6%)			-28	-4	0	-4	-1	-3	-4				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-33	-4	-1	-5	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-40	-1	-2	-3	-2	-1	-3				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office & Quinn Bldgs (17,269 sf) (-2.8%)			-14	-2	0	-2	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-54	-3	-2	-5	-2	-3	-5				
Internal Trips Within This Block			-10	0	0	0	0	0	0				
New External Trips													
Residential				5	25	30	24	12	36				
Retail				0	0	0	0	0	0				
Office & Quinn Bldgs (17,269 sf) and Light Industrial				52	8	60	10	47	57				
Total External Trips			**810**	**57**	**33**	**90**	**34**	**59**	**93**				
New External Trips Percent of Total Project Trips			89%	89%	92%	90%	89%	91%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			7	0	1	1	1	0	1				
Retail (1.3%)			0	0	0	0	0	0	0				
Office & Quinn Bldgs (17,269 sf) (6.3%)			31	4	0	4	1	3	4				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			38	4	1	5	2	3	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 518

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
Office & Quinn Bldgs (17,269				**To-From Retail**			**Office & Quinn Bldgs (17,269 sf)**			**To-From Retail**			**Office & Quinn Bldgs (17,269**			**To-From Retail**		
Enter	52	0	52	16	0	0	10	0	10	3	0	0	227	0	227	34	0	0
Exit	8	0	8	2	0	0	47	0	47	11	0	0	227	5	222	50	0	0
Total	60	0	60				57	0	57				454	5	449			
	100%	0%	100%				100%	0%	100%				100%	1%	99%			
	Retail Trips			**To-From Residential**			**Retail Trips**			**To-From Residential**			**Retail Trips**			**To-From Residential**		
Enter	0	0	0	0	13	0	0	0	0	0	6	0	0	0	0	0	70	0
Exit	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0	61	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			**To-From Office & Quinn Bldgs (1**			**Residential Trips**			**To-From Office & Quinn Bldgs**			**Residential Trips**			**To-From Office & Quinn Bldgs (17,26**		
Enter	5	0	5	0	0	0	24	0	24	0	1	0	184	5	179	7	5	5
Exit	25	0	25	0	0	0	12	0	12	0	0	0	184	0	184	0	0	0
Total	30	0	30				36	0	36				368	5	363			
	100%	0%	100%				100%	0%	100%				100%	1%	99%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	52	0	5	57	10	0	24	34	227	0	179	406
Exit	8	0	25	33	47	0	12	59	222	0	184	406
Total	60	0	30	90	57	0	36	93	449	0	363	812
Single-Use Trip Gen.	60	0	30	90	57	0	36	93	454	0	368	822
INTERNAL CAPTURE				**0%**				**0%**				**1%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

i9 sf)

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 519

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number 519

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	152.2 KSF	ITE (110)	1,061	123	17	140	18	130	148	88%	12%	12%	88%
Total Trips			**1,061**	**123**	**17**	**140**	**18**	**130**	**148**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-59	-7	-1	-8	-1	-7	-8				
Total Transit Adjustments			-59	-7	-1	-8	-1	-7	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-30	-4	0	-4	0	-4	-4				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-30	-4	0	-4	0	-4	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				112	16	128	17	119	136				
Total External Trips			**972**	**112**	**16**	**128**	**17**	**119**	**136**				
New External Trips Percent of Total Project Trips			92%	91%	94%	91%	94%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			67	8	1	9	1	8	9				
Total Transit Trips			67	8	1	9	1	8	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	112	0	112	35	0	0	17	0	17	5	0	0	486	0	486	73	0	0
Exit	16	0	16	4	0	0	119	0	119	27	0	0	486	0	486	107	0	0
Total	128	0	128				136	0	136				972	0	972			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	112	0	0	112	17	0	0	17	486	0	0	486
Exit	16	0	0	16	119	0	0	119	486	0	0	486
Total	128	0	0	128	136	0	0	136	972	0	0	972
Single-Use Trip Gen.	128	0	0	128	136	0	0	136	972	0	0	972
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-1c

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	127 Units	ITE (230)	792	11	52	63	49	24	73	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			792	11	52	63	49	24	73				
Retail	6.1 KSF	ITE (820)	1,101	18	12	30	48	49	97	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,893**	**29**	**64**	**93**	**97**	**73**	**170**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-10	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-12	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-22	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-76	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-128	-2	-1	-3	-5	-6	-11				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-204	-3	-5	-8	-9	-8	-17				
Internal Trips Within This Block			-192	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				9	46	55	39	18	57				
Retail				15	10	25	39	37	76				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,475**	**24**	**56**	**80**	**78**	**55**	**133**				
New External Trips Percent of Total Project Trips			78%	83%	88%	86%	80%	75%	78%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			13	0	1	1	1	0	1				
Retail (1.3%)			14	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			27	0	1	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-1c

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	19	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	16	1	15	1	25	1	43	4	39	4	12	4	481	43	438	43	134	43
Exit	11	1	10	1	3	1	42	5	37	5	14	5	481	53	428	53	116	53
Total	27	2	25				85	9	76				962	96	866			
	100%	7%	93%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	10	1	9	0	0	0	44	5	39	1	0	0	353	53	300	14	0	0
Exit	47	1	46	0	0	0	22	4	18	0	0	0	353	43	310	0	0	0
Total	57	2	55				66	9	57				706	96	610			
	100%	4%	96%				100%	14%	86%				100%	14%	86%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	15	9	24	0	39	39	78	0	438	300	738
Exit	0	10	46	56	0	37	18	55	0	428	310	738
Total	0	25	55	80	0	76	57	133	0	866	610	1476
Single-Use Trip Gen.	0	27	57	84	0	85	66	151	0	962	706	1668
INTERNAL CAPTURE				**5%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-3

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	263.2 KSF	ITE (110)	1,864	213	29	242	31	224	255	88%	12%	12%	88%
Total Trips			**1,864**	**213**	**29**	**242**	**31**	**224**	**255**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-104	-12	-2	-14	-2	-12	-14				
Total Transit Adjustments			-104	-12	-2	-14	-2	-12	-14				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-52	-6	-1	-7	-1	-6	-7				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-52	-6	-1	-7	-1	-6	-7				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				195	26	221	28	206	234				
Total External Trips			**1,708**	**195**	**26**	**221**	**28**	**206**	**234**				
New External Trips Percent of Total Project Trips			92%	92%	90%	91%	90%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			117	13	2	15	2	14	16				
Total Transit Trips			117	13	2	15	2	14	16				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-3

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	195	0	195	60	0	0	28	0	28	9	0	0	854	0	854	128	0	0
Exit	26	0	26	6	0	0	206	0	206	47	0	0	854	0	854	188	0	0
Total	221	0	221				234	0	234				1708	0	1708			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	17	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	195	0	0	195	28	0	0	28	854	0	0	854
Exit	26	0	0	26	206	0	0	206	854	0	0	854
Total	221	0	0	221	234	0	0	234	1708	0	0	1708
Single-Use Trip Gen.	221	0	0	221	234	0	0	234	1708	0	0	1708
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-4

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	140 Units	ITE (230)	862	12	56	68	53	26	79	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			862	12	56	68	53	26	79				
Retail	10.2 KSF	ITE (820)	1,540	24	16	40	68	70	138	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,402**	**36**	**72**	**108**	**121**	**96**	**217**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-11	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-17	0	0	0	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-28	0	-1	-1	-2	-1	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-83	-1	-4	-5	-5	-2	-7				
Retail (-11.6%)			-179	-3	-2	-5	-8	-8	-16				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-262	-4	-6	-10	-13	-10	-23				
Internal Trips Within This Block			-268	-4	-4	-8	-12	-12	-24				
New External Trips													
Residential				9	49	58	40	19	59				
Retail				19	12	31	54	54	108				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,844**	**28**	**61**	**89**	**94**	**73**	**167**				
New External Trips Percent of Total Project Trips			77%	78%	85%	82%	78%	76%	77%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			14	0	1	1	1	1	2				
Retail (1.3%)			20	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			34	1	1	2	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-4

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	20	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	27	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	21	2	19	2	27	2	59	5	54	5	13	5	672	60	612	60	146	60
Exit	14	2	12	2	3	2	61	7	54	7	15	7	672	74	598	74	127	74
Total	35	4	31				120	12	108				1344	134	1210			
	100%	11%	89%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	11	2	9	0	0	0	47	7	40	1	0	0	384	74	310	15	0	0
Exit	51	2	49	0	0	0	24	5	19	0	0	0	384	60	324	0	0	0
Total	62	4	58				71	12	59				768	134	634			
	100%	6%	94%				100%	17%	83%				100%	17%	83%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	19	9	28	0	54	40	94	0	612	310	922
Exit	0	12	49	61	0	54	19	73	0	598	324	922
Total	0	31	58	89	0	108	59	167	0	1210	634	1844
Single-Use Trip Gen.	0	35	62	97	0	120	71	191	0	1344	768	2112
INTERNAL CAPTURE				**8%**				**13%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-5a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-5a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-5b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-5b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-6

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-6

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-7

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	123 Units	ITE (230)	770	10	51	61	48	23	71	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			770	10	51	61	48	23	71				
Retail	5.8 KSF	ITE (820)	1,072	18	11	29	47	48	95	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,842**	**28**	**62**	**90**	**95**	**71**	**166**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-10	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-12	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-22	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-74	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-124	-2	-1	-3	-5	-6	-11				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-198	-3	-5	-8	-9	-8	-17				
Internal Trips Within This Block			-186	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				8	45	53	38	17	55				
Retail				15	9	24	38	36	74				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,436**	**23**	**54**	**77**	**76**	**53**	**129**				
New External Trips Percent of Total Project Trips			78%	82%	87%	86%	80%	75%	78%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			12	0	1	1	1	0	1				
Retail (1.3%)			14	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			26	0	1	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-7

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	19	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	16	1	15	1	24	1	42	4	38	4	11	4	468	42	426	42	130	42
Exit	10	1	9	1	3	1	41	5	36	5	13	5	468	51	417	51	113	51
Total	26	2	24				83	9	74				936	93	843			
	100%	8%	92%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	43	5	38	1	0	0	343	51	292	14	0	0
Exit	46	1	45	0	0	0	21	4	17	0	0	0	343	42	301	0	0	0
Total	55	2	53				64	9	55				686	93	593			
	100%	4%	96%				100%	14%	86%				100%	14%	86%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	15	8	23	0	38	38	76	0	426	292	718
Exit	0	9	45	54	0	36	17	53	0	417	301	718
Total	0	24	53	77	0	74	55	129	0	843	593	1436
Single-Use Trip Gen.	0	26	55	81	0	83	64	147	0	936	686	1622
INTERNAL CAPTURE				**5%**				**12%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-8

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	86.2 KSF	ITE (110)	601	70	9	79	10	74	84	88%	12%	12%	88%
Total Trips			**601**	**70**	**9**	**79**	**10**	**74**	**84**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-34	-4	0	-4	-1	-4	-5				
Total Transit Adjustments			-34	-4	0	-4	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-17	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-17	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				64	9	73	9	68	77				
Total External Trips			**550**	**64**	**9**	**73**	**9**	**68**	**77**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	90%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			38	4	1	5	1	4	5				
Total Transit Trips			38	4	1	5	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-8

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	64	0	64	20	0	0	9	0	9	3	0	0	275	0	275	41	0	0
Exit	9	0	9	2	0	0	68	0	68	16	0	0	275	0	275	61	0	0
Total	73	0	73				77	0	77				550	0	550			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	64	0	0	64	9	0	0	9	275	0	0	275
Exit	9	0	0	9	68	0	0	68	275	0	0	275
Total	73	0	0	73	77	0	0	77	550	0	0	550
Single-Use Trip Gen.	73	0	0	73	77	0	0	77	550	0	0	550
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-9

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	100.0 KSF	ITE (110)	697	81	11	92	12	85	97	88%	12%	12%	88%
Total Trips			**697**	**81**	**11**	**92**	**12**	**85**	**97**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-39	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-39	-4	-1	-5	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-20	-3	0	-3	0	-3	-3				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-20	-3	0	-3	0	-3	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				74	10	84	11	78	89				
Total External Trips			**638**	**74**	**10**	**84**	**11**	**78**	**89**				
New External Trips Percent of Total Project Trips			92%	91%	91%	91%	92%	92%	92%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			44	5	1	6	1	5	6				
Total Transit Trips			44	5	1	6	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-9

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	74	0	74	23	0	0	11	0	11	3	0	0	319	0	319	48	0	0
Exit	10	0	10	2	0	0	78	0	78	18	0	0	319	0	319	70	0	0
Total	84	0	84				89	0	89				638	0	638			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	6	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	74	0	0	74	11	0	0	11	319	0	0	319
Exit	10	0	0	10	78	0	0	78	319	0	0	319
Total	84	0	0	84	89	0	0	89	638	0	0	638
Single-Use Trip Gen.	84	0	0	84	89	0	0	89	638	0	0	638
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-10

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	231 Units	ITE (230)	1,333	17	84	101	80	39	119	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,333	17	84	101	80	39	119				
Retail	8.0 KSF	ITE (820)	1,316	21	14	35	57	60	117	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,649**	**38**	**98**	**136**	**137**	**99**	**236**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-17	0	-2	-2	-1	-1	-2				
Retail (-1.1%)			-14	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-31	0	-2	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-128	-1	-7	-8	-7	-3	-10				
Retail (-11.6%)			-153	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-281	-3	-9	-12	-14	-10	-24				
Internal Trips Within This Block			-230	-3	-3	-6	-11	-11	-22				
New External Trips													
Residential				15	73	88	66	30	96				
Retail				18	11	29	45	46	91				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,107**	**32**	**84**	**116**	**111**	**76**	**187**				
New External Trips Percent of Total Project Trips			80%	84%	86%	85%	81%	77%	79%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			21	0	2	2	1	1	2				
Retail (1.3%)			17	0	0	0	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			38	0	2	2	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-10

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	17	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	23	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	19	2	17	2	40	2	50	5	45	5	19	5	575	52	523	52	226	52
Exit	12	1	11	1	5	1	52	6	46	6	22	6	575	63	512	63	196	63
Total	31	3	28				102	11	91				1150	115	1035			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	16	1	15	0	0	0	72	6	66	1	0	0	594	63	531	24	0	0
Exit	75	2	73	0	0	0	35	5	30	0	0	0	594	52	542	0	0	0
Total	91	3	88				107	11	96				1188	115	1073			
	100%	3%	97%				100%	10%	90%				100%	10%	90%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	0	17	15	32	0	45	66	111	0	523	531	1054
Exit	0	11	73	84	0	46	30	76	0	512	542	1054
Total	0	28	88	116	0	91	96	187	0	1035	1073	2108
Single-Use Trip Gen.	0	31	91	122	0	102	107	209	0	1150	1188	2338
INTERNAL CAPTURE				5%				11%				10%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-11

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	138 Units	ITE (230)	851	11	56	67	52	26	78	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			851	11	56	67	52	26	78				
Retail	7.2 KSF	ITE (820)	1,228	20	13	33	53	56	109	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,079**	**31**	**69**	**100**	**105**	**82**	**187**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-11	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-14	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-25	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-82	-1	-4	-5	-5	-2	-7				
Retail (-11.6%)			-142	-2	-2	-4	-6	-7	-13				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-224	-3	-6	-9	-11	-9	-20				
Internal Trips Within This Block			-214	-3	-3	-6	-10	-10	-20				
New External Trips													
Residential				9	49	58	40	20	60				
Retail				17	10	27	43	42	85				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,616**	**25**	**59**	**84**	**83**	**62**	**145**				
New External Trips Percent of Total Project Trips			78%	81%	86%	84%	79%	76%	78%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			14	0	1	1	1	0	1				
Retail (1.3%)			16	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			30	0	1	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-11

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	16	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	21	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	18	2	16	2	27	2	47	4	43	4	13	4	536	48	488	48	144	48
Exit	11	1	10	1	3	1	48	6	42	6	14	6	536	59	477	59	125	59
Total	29	3	26				95	10	85				1072	107	965			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	10	1	9	0	0	0	46	6	40	1	0	0	379	59	320	15	0	0
Exit	51	2	49	0	0	0	24	4	20	0	0	0	379	48	331	0	0	0
Total	61	3	58				70	10	60				758	107	651			
	100%	5%	95%				100%	14%	86%				100%	14%	86%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	16	9	25	0	43	40	83	0	488	320	808
Exit	0	10	49	59	0	42	20	62	0	477	331	808
Total	0	26	58	84	0	85	60	145	0	965	651	1616
Single-Use Trip Gen.	0	29	61	90	0	95	70	165	0	1072	758	1830
INTERNAL CAPTURE				**7%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-12

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	114 Units	ITE (230)	721	10	47	57	45	22	67	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			721	10	47	57	45	22	67				
Retail	12.6 KSF	ITE (820)	1,763	27	18	45	77	81	158	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,484**	**37**	**65**	**102**	**122**	**103**	**225**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-9	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-19	0	0	0	-1	-1	-2				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-28	0	-1	-1	-2	-1	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-69	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-205	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-274	-4	-6	-10	-13	-11	-24				
Internal Trips Within This Block			-308	-4	-4	-8	-15	-15	-30				
New External Trips													
Residential				7	40	47	31	14	45				
Retail				22	14	36	61	62	123				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,874**	**29**	**54**	**83**	**92**	**76**	**168**				
New External Trips Percent of Total Project Trips			75%	78%	83%	81%	75%	74%	75%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			12	0	1	1	1	0	1				
Retail (1.3%)			23	1	0	1	1	1	2				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			35	1	1	2	2	1	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-12

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	23	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	31	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	2	22	2	22	2	67	6	61	6	11	6	770	69	701	69	122	69
Exit	16	2	14	2	3	2	71	9	62	9	12	9	770	85	685	85	106	85
Total	40	4	36				138	15	123				1540	154	1386			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	2	7	0	0	0	40	9	31	1	0	0	322	85	237	13	0	0
Exit	42	2	40	0	0	0	20	6	14	0	0	0	322	69	253	0	0	0
Total	51	4	47				60	15	45				644	154	490			
	100%	8%	92%				100%	25%	75%				100%	24%	76%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	22	7	29	0	61	31	92	0	701	237	938
Exit	0	14	40	54	0	62	14	76	0	685	253	938
Total	0	36	47	83	0	123	45	168	0	1386	490	1876
Single-Use Trip Gen.	0	40	51	91	0	138	60	198	0	1540	644	2184
INTERNAL CAPTURE				**9%**				**15%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-13

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	17.4 KSF	ITE (820)	2,180	34	21	55	97	100	197	61%	39%	49%	51%
Office	223.1 KSF	ITE (710)	2,475	313	43	356	56	273	329	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,655**	**347**	**64**	**411**	**153**	**373**	**526**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-24	-1	0	-1	-1	-1	-2				
Office (-5.6%)			-139	-18	-2	-20	-3	-15	-18				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-163	-19	-2	-21	-4	-16	-20				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-253	-4	-2	-6	-11	-12	-23				
Office (-2.8%)			-69	-9	-1	-10	-2	-7	-9				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-322	-13	-3	-16	-13	-19	-32				
Internal Trips Within This Block			-134	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				28	18	46	83	84	167				
Office and Light Industrial				285	39	324	48	249	297				
Total External Trips			**4,036**	**313**	**57**	**370**	**131**	**333**	**464**				
New External Trips Percent of Total Project Trips			87%	90%	89%	90%	86%	89%	88%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			28	1	0	1	1	2	3				
Office (6.3%)			156	19	3	22	4	17	21				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			184	20	3	23	5	19	24				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-13

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	286	1	285	89	1	1	51	3	48	16	3	3	1134	29	1105	170	29	29
Exit	40	1	39	9	1	1	251	2	249	58	2	2	1134	38	1096	249	38	38
Total	326	2	324				302	5	297				2268	67	2201			
	100%	1%	99%				100%	2%	98%				100%	3%	97%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	29	1	28	3	0	0	85	2	83	8	0	0	952	38	914	86	0	0
Exit	19	1	18	2	0	0	87	3	84	10	0	0	952	29	923	105	0	0
Total	48	2	46				172	5	167				1904	67	1837			
	100%	4%	96%				100%	3%	97%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	23	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	285	28	0	313	48	83	0	131	1105	914	0	2019
Exit	39	18	0	57	249	84	0	333	1096	923	0	2019
Total	324	46	0	370	297	167	0	464	2201	1837	0	4038
Single-Use Trip Gen.	326	48	0	374	302	172	0	474	2268	1904	0	4172
INTERNAL CAPTURE				**1%**				**2%**				**3%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-14

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	17.7 KSF	ITE (820)	2,201	34	21	55	98	101	199	61%	39%	49%	51%
Office	263.9 KSF	ITE (710)	2,816	359	49	408	64	310	374	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**5,017**	**393**	**70**	**463**	**162**	**411**	**573**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-24	-1	0	-1	-1	-1	-2				
Office (-5.6%)			-158	-20	-3	-23	-4	-17	-21				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-182	-21	-3	-24	-5	-18	-23				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-255	-4	-2	-6	-11	-12	-23				
Office (-2.8%)			-79	-10	-1	-11	-2	-8	-10				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-334	-14	-3	-17	-13	-20	-33				
Internal Trips Within This Block			-134	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				28	18	46	84	85	169				
Office and Light Industrial				328	44	372	55	283	338				
Total External Trips			**4,367**	**356**	**62**	**418**	**139**	**368**	**507**				
New External Trips Percent of Total Project Trips			87%	91%	89%	90%	86%	90%	88%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			29	1	0	1	1	2	3				
Office (6.3%)			177	23	3	26	4	20	24				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			206	24	3	27	5	22	27				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-14

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	329	1	328	102	1	1	58	3	55	18	3	3	1290	29	1261	194	29	29
Exit	45	1	44	10	1	1	285	2	283	66	2	2	1290	38	1252	284	38	38
Total	374	2	372				343	5	338				2580	67	2513			
	100%	1%	99%				100%	1%	99%				100%	3%	97%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	29	1	28	3	0	0	86	2	84	8	0	0	961	38	923	86	0	0
Exit	19	1	18	2	0	0	88	3	85	11	0	0	961	29	932	106	0	0
Total	48	2	46				174	5	169				1922	67	1855			
	100%	4%	96%				100%	3%	97%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	26	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	328	28	0	356	55	84	0	139	1261	923	0	2184
Exit	44	18	0	62	283	85	0	368	1252	932	0	2184
Total	372	46	0	418	338	169	0	507	2513	1855	0	4368
Single-Use Trip Gen.	374	48	0	422	343	174	0	517	2580	1922	0	4502
INTERNAL CAPTURE				**1%**				**2%**				**3%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-15

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	56.4 KSF	ITE (110)	393	46	6	52	7	48	55	88%	12%	12%	88%
Total Trips			**393**	**46**	**6**	**52**	**7**	**48**	**55**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			0	0	0	0	0	0	0				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			-22	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-22	-3	0	-3	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-11	-1	0	-1	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				42	6	48	7	43	50				
Total External Trips			**360**	**42**	**6**	**48**	**7**	**43**	**50**				
New External Trips Percent of Total Project Trips			92%	91%	100%	92%	100%	90%	91%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			0	0	0	0	0	0	0				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			25	3	0	3	0	3	3				
Total Transit Trips			25	3	0	3	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-15

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	42	0	42	13	0	0	7	0	7	2	0	0	180	0	180	27	0	0
Exit	6	0	6	1	0	0	43	0	43	10	0	0	180	0	180	40	0	0
Total	48	0	48				50	0	50				360	0	360			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	42	0	0	42	7	0	0	7	180	0	0	180
Exit	6	0	0	6	43	0	0	43	180	0	0	180
Total	48	0	0	48	50	0	0	50	360	0	0	360
Single-Use Trip Gen.	48	0	0	48	50	0	0	50	360	0	0	360
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-16

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	73 Units	ITE (230)	489	7	33	40	31	15	46	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			489	7	33	40	31	15	46				
Retail	7.6 KSF	ITE (820)	1,276	21	13	34	56	58	114	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,765**	**28**	**46**	**74**	**87**	**73**	**160**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-6	0	-1	-1	-1	0	-1				
Retail (-1.1%)			-14	0	0	0	0	-1	-1				
Office (-5.6%)			0	0	0	0	0	0	0				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-20	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-47	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-148	-2	-2	-4	-6	-7	-13				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-195	-3	-4	-7	-9	-8	-17				
Internal Trips Within This Block			-222	-3	-3	-6	-11	-11	-22				
New External Trips													
Residential				5	28	33	21	9	30				
Retail				18	10	28	45	44	89				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,328**	**22**	**38**	**60**	**66**	**53**	**119**				
New External Trips Percent of Total Project Trips			75%	79%	83%	81%	76%	73%	74%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			8	0	1	1	1	0	1				
Retail (1.3%)			17	0	0	0	0	1	1				
Office (6.3%)			0	0	0	0	0	0	0				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			25	0	1	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-16

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	17	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	22	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	19	2	17	2	16	2	50	5	45	5	7	5	557	50	507	50	83	50
Exit	11	1	10	1	2	1	50	6	44	6	8	6	557	61	496	61	72	61
Total	30	3	27				100	11	89				1114	111	1003			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	27	6	21	1	0	0	218	61	157	9	0	0
Exit	30	2	28	0	0	0	14	5	9	0	0	0	218	50	168	0	0	0
Total	36	3	33				41	11	30				436	111	325			
	100%	8%	92%				100%	27%	73%				100%	25%	75%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	0	17	5	22	0	45	21	66	0	507	157	664
Exit	0	10	28	38	0	44	9	53	0	496	168	664
Total	0	27	33	60	0	89	30	119	0	1003	325	1328
Single-Use Trip Gen.	0	30	36	66	0	100	41	141	0	1114	436	1550
INTERNAL CAPTURE				9%				16%				14%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-17

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	6.9 KSF	ITE (820)	1,199	20	12	32	52	54	106	61%	39%	49%	51%
Office	297.1 KSF	ITE (710)	3,086	394	54	448	70	342	412	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,285**	**414**	**66**	**480**	**122**	**396**	**518**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			0	0	0	0	0	0	0				
Retail (-1.1%)			-13	0	0	0	0	-1	-1				
Office (-5.6%)			-173	-22	-3	-25	-4	-19	-23				
Light Industrial (-5.6%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-186	-22	-3	-25	-4	-20	-24				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-139	-2	-2	-4	-6	-6	-12				
Office (-2.8%)			-86	-11	-2	-13	-2	-10	-12				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-225	-13	-4	-17	-8	-16	-24				
Internal Trips Within This Block			-74	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				18	10	28	45	46	91				
Office and Light Industrial				361	49	410	63	312	375				
Total External Trips			**3,800**	**379**	**59**	**438**	**108**	**358**	**466**				
New External Trips Percent of Total Project Trips			89%	92%	89%	91%	89%	90%	90%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			0	0	0	0	0	0	0				
Retail (1.3%)			16	0	0	0	0	1	1				
Office (6.3%)			194	25	3	28	4	22	26				
Light Industrial (6.3%)			0	0	0	0	0	0	0				
Total Transit Trips			210	25	3	28	4	23	27				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
2015 Land Uses
Parcel Number T9-17

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	361	0	361	112	0	0	64	1	63	20	1	1	1414	16	1398	212	16	16
Exit	49	0	49	11	0	0	313	1	312	72	1	1	1414	21	1393	311	21	21
Total	410	0	410				377	2	375				2828	37	2791			
	100%	0%	100%				100%	1%	99%				100%	1%	99%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	18	0	18	2	0	0	46	1	45	4	0	0	524	21	503	47	0	0
Exit	10	0	10	1	0	0	47	1	46	6	0	0	524	16	508	58	0	0
Total	28	0	28				93	2	91				1048	37	1011			
	100%	0%	100%				100%	2%	98%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	28	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	361	18	0	379	63	45	0	108	1398	503	0	1901
Exit	49	10	0	59	312	46	0	358	1393	508	0	1901
Total	410	28	0	438	375	91	0	466	2791	1011	0	3802
Single-Use Trip Gen.	410	28	0	438	377	93	0	470	2828	1048	0	3876
INTERNAL CAPTURE				**0%**				**1%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
All Blocks

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	1,647 Units	ITE (230)	7,360	83	403	486	401	197	598	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	837 rooms	ITE (310)	7,118	348	222	570	262	232	494	61%	39%	53%	47%
Subtotal Residential			14,478	431	625	1,056	663	429	1,092				
Retail	519.4 KSF	ITE (820)	19,817	248	159	407	940	979	1,919	61%	39%	49%	51%
Office	3,207.2 KSF	ITE (710)	19,271	2,645	361	3,006	624	3,047	3,671	88%	12%	17%	83%
Light Industrial	4,164.0 KSF	ITE (110)	31,003	4,245	579	4,824	696	5,101	5,797	88%	12%	12%	88%
Total Trips			**84,569**	**7,569**	**1,724**	**9,293**	**2,923**	**9,556**	**12,479**				
Transit Adjustments													
Residential (Daily -1.3%, a.m. -1.7%, p.m. -1.5%)			-188	-7	-11	-18	-10	-6	-16				
Retail (-1.1%)			-218	-2	-2	-4	-10	-11	-21				
Office (-5.6%)			-1,079	-148	-20	-168	-35	-171	-206				
Light Industrial (-5.6%)			-1,736	-238	-32	-270	-39	-286	-325				
Total Transit Adjustments			-3,221	-395	-65	-460	-94	-474	-568				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-1,390	-34	-49	-83	-57	-37	-94				
Retail (-11.6%)			-2,299	-29	-18	-47	-109	-114	-223				
Office (-2.8%)			-540	-74	-10	-84	-18	-85	-103				
Light Industrial (-2.8%)			-868	-119	-16	-135	-19	-143	-162				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-5,097	-256	-93	-349	-203	-379	-582				
Internal Trips Within This Block			-14,494	-200	-200	-400	-643	-643	-1,286				
Trips To-From Other Blocks within the River District													
New External Trips													
Residential				311	481	792	325	148	473				
Retail				126	49	175	530	518	1,048				
Office and Light Industrial				6,293	836	7,129	1,128	7,394	8,522				
Total			61,757	6,730	1,366	8,096	1,983	8,060	10,043				
New External Trips Percent of Total Project Trips			73%	89%	79%	87%	68%	84%	80%				
Transit Trips													
Residential (Daily 1.6%, a.m. 2.1%, p.m. 1.9%)			232	9	13	22	13	8	21				
Retail (1.3%)			258	3	2	5	12	13	25				
Office (6.3%)			1,214	166	23	189	39	192	231				
Light Industrial (6.3%)			1,953	268	36	304	44	321	365				
Total Transit Trips			3,657	446	74	520	108	534	642				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	7454	18	7436	2311	18	18	1185	81	1104	367	81	81	30887	892	29995	4633	892	892
Exit	1040	26	1014	239	19	19	6711	69	6642	1544	53	53	30887	1465	29422	6795	1190	1190
Total	8494	44	8450				7896	150	7746				61774	2357	59417			
	100%	1%	99%				100%	2%	98%				100%	4%	96%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	929	103	826	84	404	84	2644	291	2353	238	270	238	29748	3807	25941	2677	2617	2617
Exit	598	90	508	72	104	72	2714	336	2378	326	255	255	29748	3165	26583	3272	2273	2273
Total	1527	193	1334				5358	627	4731				59496	6972	52524			
	100%	13%	87%				100%	12%	88%				100%	12%	88%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	337	79	258	7	21	7	822	271	551	16	134	16	6887	2548	4339	275	618	275
Exit	762	84	678	0	0	0	510	238	272	0	0	0	6887	2617	4270	0	0	0
Total	1099	163	936				1332	509	823				13774	5165	8609			
	100%	15%	85%				100%	38%	62%				100%	37%	63%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	7436	826	258	8520	1104	2353	551	4008	29995	25941	4339	60275
Exit	1014	508	678	2200	6642	2378	272	9292	29422	26583	4270	60275
Total	8450	1334	936	10720	7746	4731	823	13300	59417	52524	8609	120550
Single-Use Trip Gen.	8494	1527	1099	11120	7896	5358	1332	14586	61774	59496	13774	135044
INTERNAL CAPTURE				**4%**				**9%**				**11%**

Trips that stay in the District			400				1286				14494	
Sum of trips that stay in each block	(check)		150		(check)		494		(check		5520	
Trips between blocks in the District	0		250		0		792		0		8974	
Total project trips			11190				14157				130110	

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

Time Period: AM Peak Hour

Note: PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips

APPENDIX G: TRANSPORTATION AND CIRCULATION, Grid 9 Trip Generation 2035

External Motor Vehicle Trips Generated by Land Use for Grid 9 Alternative							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 100	3,871	139	88	227	157	147	304
Parcel Number 101	5,485	212	134	346	217	200	417
Parcel Number 102	889	24	3	27	9	80	89
Parcel Number 103	3,007	104	66	170	124	115	239
Parcel Number 104	5,496	213	134	347	217	200	417
Parcel Number 105	0	0	0	0	0	0	0
Parcel Number 106	0	0	0	0	0	0	0
Parcel Number 107a	1,042	16	45	61	57	36	93
Parcel Number 107b	997	15	35	50	50	39	89
Parcel Number 108a	1,001	15	44	59	55	36	91
Parcel Number 108b	1,052	16	37	53	53	42	95
Parcel Number 109	2,279	32	100	132	121	79	200
Parcel Number 110	998	30	33	63	44	42	86
Parcel Number 111	5,025	190	121	311	199	186	385
Parcel Number 112a	925	67	13	80	27	55	82
Parcel Number 112b	1,175	18	40	58	60	45	105
Parcel Number 113a	644	45	10	55	19	35	54
Parcel Number 113b	1,052	16	37	53	53	42	95
Parcel Number 114	1,117	35	36	71	51	47	98
Parcel Number 115	2,085	70	44	114	90	84	174
Parcel Number 116	1,410	95	21	116	43	87	130
Parcel Number 117	2,237	160	30	190	70	157	227
Parcel Number 201	892	15	65	80	48	29	77
Parcel Number 202	1,136	18	80	98	61	38	99
Parcel Number 203	849	13	39	52	47	28	75
Parcel Number 204	1,645	26	78	104	80	63	143
Parcel Number 205	1,100	18	77	95	59	37	96
Parcel Number 206	2,604	85	82	167	118	116	234
Parcel Number 207	3,678	346	57	403	108	334	442
Parcel Number 212	4,589	170	109	279	183	171	354
Parcel Number 213	3,275	421	58	479	76	369	445
Parcel Number 214a	1,515	23	16	39	67	70	137
Parcel Number 214b	2,050	185	31	216	56	167	223
Parcel Number 216	0	0	0	0	0	0	0
Parcel Number 217	1,329	73	40	113	51	67	118
Parcel Number 218	870	14	35	49	45	34	79
Parcel Number 219	0	0	0	0	0	0	0
Parcel Number 300	1,800	23	110	133	106	52	158
Parcel Number 301	2,607	333	46	379	59	289	348
Parcel Number 302	4,900	514	79	593	137	487	624
Parcel Number 303	3,563	461	63	524	82	405	487
Parcel Number 304	1,825	165	27	192	50	142	192
Parcel Number 305	1,687	151	26	177	46	128	174
Parcel Number 306	1,654	147	25	172	44	126	170
Parcel Number 307	1,559	138	23	161	42	115	157
Parcel Number 308	1,677	150	25	175	45	128	173
Parcel Number 309	1,819	164	27	191	49	141	190

External Motor Vehicle Trips Generated by Land Use for Grid 9 Alternative							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 310	4,108	59	38	97	187	194	381
Parcel Number 311	1,059	57	31	88	40	53	93
Parcel Number 312	1,049	57	31	88	40	52	92
Parcel Number 313	1,077	58	32	90	42	54	96
Parcel Number 314	1,080	59	32	91	42	55	97
Parcel Number 315	1,177	65	34	99	46	58	104
Parcel Number 316	1,206	66	35	101	47	61	108
Parcel Number 317	854	13	34	47	45	33	78
Parcel Number 318	827	13	33	46	43	32	75
Parcel Number 319	1,271	19	51	70	68	46	114
Parcel Number 320	1,135	17	46	63	60	41	101
Parcel Number 321	1,352	20	55	75	72	50	122
Parcel Number 322	1,418	22	57	79	76	53	129
Parcel Number 323	233	5	9	14	11	10	21
Parcel Number 324	717	11	27	38	39	27	66
Parcel Number 400	932	44	25	69	39	59	98
Parcel Number 401	1,047	52	29	81	43	67	110
Parcel Number 402	848	39	23	62	37	53	90
Parcel Number 403	1,222	58	35	93	49	81	130
Parcel Number 404	671	30	19	49	30	41	71
Parcel Number 405	439	20	13	33	20	27	47
Parcel Number 406	989	48	27	75	41	65	106
Parcel Number 407a	1,030	63	21	84	36	79	115
Parcel Number 407b	293	14	8	22	12	19	31
Parcel Number 408	732	43	13	56	26	55	81
Parcel Number 409	597	33	13	46	22	43	65
Parcel Number 410	1,203	75	25	100	39	94	133
Parcel Number 411a	0	0	0	0	0	0	0
Parcel Number 411b	0	0	0	0	0	0	0
Parcel Number 412	875	44	15	59	32	59	91
Parcel Number 413	904	46	15	61	33	63	96
Parcel Number 414	811	40	16	56	29	53	82
Parcel Number 415	5,883	82	52	134	270	281	551
Parcel Number 416	510	28	11	39	20	36	56
Parcel Number 417a	796	39	16	55	29	52	81
Parcel Number 417b	2,857	43	26	69	129	133	262
Parcel Number 418a	679	40	13	53	24	48	72
Parcel Number 418b	614	34	12	46	23	44	67
Parcel Number 419	1,217	18	48	66	65	44	109
Parcel Number 420	1,182	18	47	65	62	43	105
Parcel Number 421	1,396	17	89	106	83	42	125
Parcel Number 422	1,344	17	85	102	80	40	120
Parcel Number 423	810	149	121	270	39	41	80
Parcel Number 424	1,193	57	40	97	50	55	105
Parcel Number 501a	1,444	20	64	84	78	50	128
Parcel Number 501b	0	0	0	0	0	0	0
Parcel Number 502	1,353	65	44	109	57	61	118
Parcel Number 503	1,264	19	51	70	68	46	114

External Motor Vehicle Trips Generated by Land Use for Grid 9 Alternative							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 504	1,707	82	57	139	71	81	152
Parcel Number 505a	1,265	19	51	70	68	46	114
Parcel Number 505b	870	14	35	49	45	34	79
Parcel Number 520a	0	0	0	0	0	0	0
Parcel Number 520b	0	0	0	0	0	0	0
Parcel Number 506	1,846	39	27	66	80	91	171
Parcel Number 507	2,022	71	22	93	80	119	199
Parcel Number 508	105	12	2	14	2	13	15
Parcel Number 509	1,785	67	22	89	70	113	183
Parcel Number 510	2,366	71	24	95	99	137	236
Parcel Number 511	1,628	79	20	99	59	115	174
Parcel Number 512	2,449	37	23	60	109	114	223
Parcel Number 513	516	60	8	68	9	63	72
Parcel Number 514	2,191	85	26	111	84	144	228
Parcel Number 515	376	44	6	50	6	46	52
Parcel Number 516	240	28	4	32	5	29	34
Parcel Number 517	109	13	2	15	2	13	15
Parcel Number 518	394	8	26	34	25	15	40
Parcel Number 519	0	0	0	0	0	0	0
Parcel Number T9-1a	1,539	26	70	96	76	58	134
Parcel Number T9-1b	1,143	18	81	99	62	37	99
Parcel Number T9-1c	1,454	23	55	78	77	54	131
Parcel Number T9-3	2,359	35	82	117	121	90	211
Parcel Number T9-4	1,720	28	60	88	82	69	151
Parcel Number T9-5a	819	14	59	73	44	26	70
Parcel Number T9-5b	1,410	22	44	66	73	55	128
Parcel Number T9-6	1,940	28	85	113	104	67	171
Parcel Number T9-7	1,414	22	53	75	75	52	127
Parcel Number T9-8	480	7	33	40	31	15	46
Parcel Number T9-9	0	0	0	0	0	0	0
Parcel Number T9-10	1,870	30	79	109	90	73	163
Parcel Number T9-11	1,594	24	58	82	82	61	143
Parcel Number T9-12	1,848	28	53	81	93	75	168
Parcel Number T9-13	4,276	350	61	411	136	361	497
Parcel Number T9-14	4,190	336	60	396	135	349	484
Parcel Number T9-15	1,642	25	41	66	79	68	147
Parcel Number T9-16	1,388	22	42	64	72	54	126
Parcel Number T9-17	3,617	356	56	412	103	339	442
Total	**198,680**	**9,124**	**5,277**	**14,401**	**8,147**	**11,059**	**19,206**

Source: Dowling Associates, Inc. 2009

Trips To-From Other Blocks within the River District for Grid 9 Alternative							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 100	0	0	0	0	0	0	0
Parcel Number 101	0	0	0	0	0	0	0
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	0	0	0	0	0	0	0
Parcel Number 104	0	0	0	0	0	0	0
Parcel Number 105	0	0	0	0	0	0	0
Parcel Number 106	0	0	0	0	0	0	0
Parcel Number 107a	0	0	0	0	0	0	0
Parcel Number 107b	0	0	0	0	0	0	0
Parcel Number 108a	0	0	0	0	0	0	0
Parcel Number 108b	0	0	0	0	0	0	0
Parcel Number 109	0	0	0	0	0	0	0
Parcel Number 110	0	0	0	0	0	0	0
Parcel Number 111	0	0	0	0	0	0	0
Parcel Number 112a	0	0	0	0	0	0	0
Parcel Number 112b	0	0	0	0	0	0	0
Parcel Number 113a	0	0	0	0	0	0	0
Parcel Number 113b	0	0	0	0	0	0	0
Parcel Number 114	0	0	0	0	0	0	0
Parcel Number 115	0	0	0	0	0	0	0
Parcel Number 116	0	0	0	0	0	0	0
Parcel Number 117	0	0	0	0	0	0	0
Parcel Number 201	0	0	0	0	0	0	0
Parcel Number 202	0	0	0	0	0	0	0
Parcel Number 203	0	0	0	0	0	0	0
Parcel Number 204	0	0	0	0	0	0	0
Parcel Number 205	0	0	0	0	0	0	0
Parcel Number 206	0	0	0	0	0	0	0
Parcel Number 207	0	0	0	0	0	0	0
Parcel Number 212	0	0	0	0	0	0	0
Parcel Number 213	0	0	0	0	0	0	0
Parcel Number 214a	0	0	0	0	0	0	0
Parcel Number 214b	0	0	0	0	0	0	0
Parcel Number 216	0	0	0	0	0	0	0
Parcel Number 217	0	0	0	0	0	0	0
Parcel Number 218	0	0	0	0	0	0	0
Parcel Number 219	0	0	0	0	0	0	0
Parcel Number 300	0	0	0	0	0	0	0
Parcel Number 301	0	0	0	0	0	0	0
Parcel Number 302	0	0	0	0	0	0	0
Parcel Number 303	0	0	0	0	0	0	0
Parcel Number 304	0	0	0	0	0	0	0
Parcel Number 305	0	0	0	0	0	0	0
Parcel Number 306	0	0	0	0	0	0	0
Parcel Number 307	0	0	0	0	0	0	0
Parcel Number 308	0	0	0	0	0	0	0
Parcel Number 309	0	0	0	0	0	0	0

Parcel Number 101	0	0	0	0	0	0	0
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	0	0	0	0	0	0	0
Parcel Number 104	0	0	0	0	0	0	0
Parcel Number 310	0	0	0	0	0	0	0
Parcel Number 311	0	0	0	0	0	0	0
Parcel Number 312	0	0	0	0	0	0	0
Parcel Number 313	0	0	0	0	0	0	0
Parcel Number 314	0	0	0	0	0	0	0
Parcel Number 315	0	0	0	0	0	0	0
Parcel Number 316	0	0	0	0	0	0	0
Parcel Number 317	0	0	0	0	0	0	0
Parcel Number 318	0	0	0	0	0	0	0
Parcel Number 319	0	0	0	0	0	0	0
Parcel Number 320	0	0	0	0	0	0	0
Parcel Number 321	0	0	0	0	0	0	0
Parcel Number 322	0	0	0	0	0	0	0
Parcel Number 323	0	0	0	0	0	0	0
Parcel Number 324	0	0	0	0	0	0	0
Parcel Number 400	0	0	0	0	0	0	0
Parcel Number 401	0	0	0	0	0	0	0
Parcel Number 402	0	0	0	0	0	0	0
Parcel Number 403	0	0	0	0	0	0	0
Parcel Number 404	0	0	0	0	0	0	0
Parcel Number 405	0	0	0	0	0	0	0
Parcel Number 406	0	0	0	0	0	0	0
Parcel Number 407a	0	0	0	0	0	0	0
Parcel Number 407b	0	0	0	0	0	0	0
Parcel Number 408	0	0	0	0	0	0	0
Parcel Number 409	0	0	0	0	0	0	0
Parcel Number 410	0	0	0	0	0	0	0
Parcel Number 411a	0	0	0	0	0	0	0
Parcel Number 411b	0	0	0	0	0	0	0
Parcel Number 412	0	0	0	0	0	0	0
Parcel Number 413	0	0	0	0	0	0	0
Parcel Number 414	0	0	0	0	0	0	0
Parcel Number 415	0	0	0	0	0	0	0
Parcel Number 416	0	0	0	0	0	0	0
Parcel Number 417a	0	0	0	0	0	0	0
Parcel Number 417b	0	0	0	0	0	0	0
Parcel Number 418a	0	0	0	0	0	0	0
Parcel Number 418b	0	0	0	0	0	0	0
Parcel Number 419	0	0	0	0	0	0	0
Parcel Number 420	0	0	0	0	0	0	0
Parcel Number 421	0	0	0	0	0	0	0
Parcel Number 422	0	0	0	0	0	0	0
Parcel Number 423	0	0	0	0	0	0	0
Parcel Number 424	0	0	0	0	0	0	0
Parcel Number 501a	0	0	0	0	0	0	0
Parcel Number 501b	0	0	0	0	0	0	0
Parcel Number 502	0	0	0	0	0	0	0
Parcel Number 503	0	0	0	0	0	0	0

Parcel Number 101	0	0	0	0	0	0	0
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	0	0	0	0	0	0	0
Parcel Number 104	0	0	0	0	0	0	0
Parcel Number 504	0	0	0	0	0	0	0
Parcel Number 505a	0	0	0	0	0	0	0
Parcel Number 505b	0	0	0	0	0	0	0
Parcel Number 520a	0	0	0	0	0	0	0
Parcel Number 520b	0	0	0	0	0	0	0
Parcel Number 506	0	0	0	0	0	0	0
Parcel Number 507	0	0	0	0	0	0	0
Parcel Number 508	0	0	0	0	0	0	0
Parcel Number 509	0	0	0	0	0	0	0
Parcel Number 510	0	0	0	0	0	0	0
Parcel Number 511	0	0	0	0	0	0	0
Parcel Number 512	0	0	0	0	0	0	0
Parcel Number 513	0	0	0	0	0	0	0
Parcel Number 514	0	0	0	0	0	0	0
Parcel Number 515	0	0	0	0	0	0	0
Parcel Number 516	0	0	0	0	0	0	0
Parcel Number 517	0	0	0	0	0	0	0
Parcel Number 518	0	0	0	0	0	0	0
Parcel Number 519	0	0	0	0	0	0	0
Parcel Number T9-1a	0	0	0	0	0	0	0
Parcel Number T9-1b	0	0	0	0	0	0	0
Parcel Number T9-1c	0	0	0	0	0	0	0
Parcel Number T9-3	0	0	0	0	0	0	0
Parcel Number T9-4	0	0	0	0	0	0	0
Parcel Number T9-5a	0	0	0	0	0	0	0
Parcel Number T9-5b	0	0	0	0	0	0	0
Parcel Number T9-6	0	0	0	0	0	0	0
Parcel Number T9-7	0	0	0	0	0	0	0
Parcel Number T9-8	0	0	0	0	0	0	0
Parcel Number T9-9	0	0	0	0	0	0	0
Parcel Number T9-10	0	0	0	0	0	0	0
Parcel Number T9-11	0	0	0	0	0	0	0
Parcel Number T9-12	0	0	0	0	0	0	0
Parcel Number T9-13	0	0	0	0	0	0	0
Parcel Number T9-14	0	0	0	0	0	0	0
Parcel Number T9-15	0	0	0	0	0	0	0
Parcel Number T9-16	0	0	0	0	0	0	0
Parcel Number T9-17	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Source: Dowling Associates, Inc. 2009

Transit Trips Generated by Land Use Alternative A							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 100	143	6	4	10	7	6	13
Parcel Number 101	201	10	5	15	8	9	17
Parcel Number 102	0	0	0	0	0	0	0
Parcel Number 103	111	5	3	8	5	5	10
Parcel Number 104	202	10	5	15	8	9	17
Parcel Number 105	0	0	0	0	0	0	0
Parcel Number 106	0	0	0	0	0	0	0
Parcel Number 107a	39	0	2	2	1	2	3
Parcel Number 107b	37	1	2	3	2	2	4
Parcel Number 108a	36	0	2	2	1	2	3
Parcel Number 108b	39	1	2	3	2	2	4
Parcel Number 109	85	2	4	6	4	4	8
Parcel Number 110	57	4	1	5	2	2	4
Parcel Number 111	184	9	5	14	8	7	15
Parcel Number 112a	84	9	1	10	1	6	7
Parcel Number 112b	43	1	2	3	2	2	4
Parcel Number 113a	58	5	1	6	1	4	5
Parcel Number 113b	39	1	2	3	2	2	4
Parcel Number 114	62	4	2	6	2	4	6
Parcel Number 115	77	3	2	5	4	3	7
Parcel Number 116	123	13	2	15	3	9	12
Parcel Number 117	201	21	3	24	4	17	21
Parcel Number 201	32	1	3	4	2	1	3
Parcel Number 202	41	1	4	5	2	2	4
Parcel Number 203	32	0	2	2	1	2	3
Parcel Number 204	61	2	3	5	3	2	5
Parcel Number 205	40	1	3	4	2	2	4
Parcel Number 206	149	10	4	14	6	7	13
Parcel Number 207	408	49	6	55	10	44	53
Parcel Number 212	168	8	4	12	7	7	14
Parcel Number 213	476	62	8	70	11	54	65
Parcel Number 214a	46	1	0	1	2	2	4
Parcel Number 214b	223	27	3	30	5	21	26
Parcel Number 216	0	0	0	0	0	0	0
Parcel Number 217	103	10	3	13	3	7	10
Parcel Number 218	32	0	2	2	1	2	3
Parcel Number 219	0	0	0	0	0	0	0
Parcel Number 300	66	1	5	6	5	2	7
Parcel Number 301	379	48	7	55	9	42	51
Parcel Number 302	589	73	10	83	14	65	79
Parcel Number 303	517	67	9	76	12	59	71
Parcel Number 304	197	23	3	26	4	18	22
Parcel Number 305	182	21	3	24	4	16	20
Parcel Number 306	178	20	3	23	4	16	20
Parcel Number 307	168	18	3	21	3	14	17
Parcel Number 308	181	20	3	23	4	16	20
Parcel Number 309	196	23	3	26	4	18	22

Transit Trips Generated by Land Use Alternative A							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 310	124	2	1	3	5	6	11
Parcel Number 311	83	7	2	9	2	5	7
Parcel Number 312	82	7	2	9	2	4	6
Parcel Number 313	84	7	2	9	2	5	7
Parcel Number 314	84	7	2	9	2	5	7
Parcel Number 315	91	7	2	9	3	5	8
Parcel Number 316	95	8	2	10	3	5	8
Parcel Number 317	32	0	2	2	1	2	3
Parcel Number 318	30	0	2	2	1	2	3
Parcel Number 319	47	1	3	4	3	2	5
Parcel Number 320	42	1	2	3	2	2	4
Parcel Number 321	50	2	2	4	3	2	5
Parcel Number 322	53	2	2	4	3	2	5
Parcel Number 323	8	0	0	0	0	0	0
Parcel Number 324	27	0	1	1	1	1	2
Parcel Number 400	66	4	2	6	2	6	8
Parcel Number 401	75	6	2	8	3	6	9
Parcel Number 402	59	4	2	6	2	5	7
Parcel Number 403	89	7	2	9	3	8	11
Parcel Number 404	46	4	1	5	1	5	6
Parcel Number 405	29	2	0	2	0	3	3
Parcel Number 406	71	5	2	7	3	6	9
Parcel Number 407a	89	8	2	10	3	9	12
Parcel Number 407b	20	2	0	2	0	3	3
Parcel Number 408	59	5	1	6	1	6	7
Parcel Number 409	48	4	0	4	1	5	6
Parcel Number 410	104	10	2	12	3	11	14
Parcel Number 411a	0	0	0	0	0	0	0
Parcel Number 411b	0	0	0	0	0	0	0
Parcel Number 412	63	5	1	6	2	6	8
Parcel Number 413	65	6	1	7	2	6	8
Parcel Number 414	57	4	1	5	2	5	7
Parcel Number 415	177	2	2	4	8	9	17
Parcel Number 416	39	4	0	4	0	5	5
Parcel Number 417a	56	4	1	5	2	5	7
Parcel Number 417b	86	1	1	2	4	4	8
Parcel Number 418a	55	4	1	5	1	5	6
Parcel Number 418b	49	4	1	5	1	5	6
Parcel Number 419	45	1	2	3	3	2	5
Parcel Number 420	44	1	2	3	2	2	4
Parcel Number 421	51	1	4	5	3	2	5
Parcel Number 422	49	1	4	5	3	2	5
Parcel Number 423	0	0	0	0	0	0	0
Parcel Number 424	85	6	3	9	2	5	7
Parcel Number 501a	53	2	3	4	3	2	5
Parcel Number 501b	0	0	0	0	0	0	0
Parcel Number 502	97	8	3	11	3	6	9
Parcel Number 503	46	1	3	4	3	2	5

Transit Trips Generated by Land Use Alternative A							
City Block	Trips Generated						
	Weekday	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcel Number 504	122	10	3	13	3	8	11
Parcel Number 505a	46	1	3	4	3	2	5
Parcel Number 505b	32	0	2	2	1	2	3
Parcel Number 520a	0	0	0	0	0	0	0
Parcel Number 520b	0	0	0	0	0	0	0
Parcel Number 506	77	4	1	5	3	6	9
Parcel Number 507	111	7	1	8	3	10	13
Parcel Number 508	15	2	0	2	0	2	2
Parcel Number 509	101	7	1	8	3	9	12
Parcel Number 510	115	7	2	9	4	9	13
Parcel Number 511	111	10	1	11	2	12	14
Parcel Number 512	74	1	1	2	3	4	7
Parcel Number 513	75	9	1	10	1	9	10
Parcel Number 514	130	10	1	11	3	13	16
Parcel Number 515	55	6	1	7	1	7	8
Parcel Number 516	35	4	1	5	1	4	5
Parcel Number 517	16	2	0	2	0	2	2
Parcel Number 518	18	1	1	2	1	1	2
Parcel Number 519	0	0	0	0	0	0	0
Parcel Number T9-1a	57	2	3	5	3	2	5
Parcel Number T9-1b	42	1	4	5	2	2	4
Parcel Number T9-1c	54	2	2	4	3	3	6
Parcel Number T9-3	88	2	3	5	5	3	8
Parcel Number T9-4	64	2	2	4	3	3	6
Parcel Number T9-5a	30	1	2	3	2	1	3
Parcel Number T9-5b	52	1	2	3	2	3	5
Parcel Number T9-6	72	2	3	5	4	3	7
Parcel Number T9-7	53	1	3	4	3	2	5
Parcel Number T9-8	18	0	2	2	1	1	2
Parcel Number T9-9	0	0	0	0	0	0	0
Parcel Number T9-10	69	2	3	5	3	3	6
Parcel Number T9-11	59	1	3	4	3	3	6
Parcel Number T9-12	69	1	2	3	3	3	6
Parcel Number T9-13	424	48	6	54	10	44	54
Parcel Number T9-14	409	46	6	52	10	42	52
Parcel Number T9-15	61	1	2	3	3	3	6
Parcel Number T9-16	52	1	2	3	2	3	5
Parcel Number T9-17	417	50	7	57	10	45	55
Total	**12,312**	**1,003**	**297**	**1,299**	**388**	**979**	**1,366**

Source: Dowling Associates, Inc. 2009

River District Specific Plan Traffic Study - Trip Generation
Adjustments to ITE Trip Generation Rates for High Non-Auto Travel

Shares of Total Trips				
Transit Shares	**Work Trips[a]**	**Non-Work Trips[b]**		**Total**
Walk Access				
Downtown	7.4%	1.8%		
Suburban	1.4%	0.3%		
Increase Above Suburban Conditions	6.0%	1.5%		
Drive Access				
Downtown	6.2%	1.2%		
Suburban	0.1%	0.3%		
Increase Above Suburban Conditions	6.1%	0.9%		
Walk, Bike & Other Non-Auto Shares				
Downtown	4.5%	18.8%		
Suburban	2.8%	6.5%		
Increase Above Suburban Conditions	1.7%	12.3%		
Adjustments for Higher Transit Use Downtown				
Office[1]	10.9%	0.2%		11.1%
Retail[2]	0.8%	1.4%		2.2%
Residential[3,c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	2.5%	0.7%	0.2%	3.4%
PM Peak Hour	2.1%	0.6%	0.4%	3.1%
Daily	1.5%	0.7%	0.4%	2.6%
Adjustments for Higher Walk, Bike & Other Non-Auto Travel Downtown				
Office[1]	1.5%	1.2%		2.8%
Retail[2]	0.1%	11.4%		11.6%
Residential[c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	0.7%	5.4%	1.8%	7.9%
PM Peak Hour	0.6%	4.7%	3.4%	8.6%
Daily	0.4%	5.6%	3.6%	9.6%
Transit Trips				
	Work Trips	**Non-Work Trips**		
Office[1]	12.2%	0.3%		12.5%
Retail[2]	1.0%	1.7%		2.6%
Residential[c]	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	
AM Peak Hour	3.1%	0.8%	0.3%	4.1%
PM Peak Hour	2.6%	0.7%	0.5%	3.7%
Daily	1.9%	0.8%	0.5%	3.2%

[1] Assumes 90 percent of office trips are work trips.

[2] Assumes 7 percent of retail trips are work trips. Non-work trips would only include walk trips to transit.

[3] Transit adjustments for residential uses only include walk trips to transit.

Source: *Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey* , DKS, 2001.
Table references from the source are provided as follows:

[a] Table A26

[b] Table A27

[c] The amount of transit use for each trip purpose is based on the following data from Table A33:

Travel Hours	**Home-Work**	**Home-Non-Work**	**Non Home-Based**	**Total**
AM Peak Hour	73,190	78,124	25,868	177,182
PM Peak Hour	60,563	67,068	47,784	175,415
Daily	473,704	861,535	557,764	1,893,003

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 100

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	397 rooms	ITE (310)	3,180	138	88	226	124	110	234	61%	39%	53%	47%
Subtotal Residential			3,180	138	88	226	124	110	234				
Retail	10.4 KSF	ITE (820)	1,564	25	16	41	69	71	140	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,744**	**163**	**104**	**267**	**193**	**181**	**374**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-83	-5	-3	-8	-4	-3	-7				
Retail (-2.2%)			-34	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-117	-6	-3	-9	-5	-5	-10				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-305	-11	-7	-18	-11	-9	-20				
Retail (-11.6%)			-181	-3	-2	-5	-8	-8	-16				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-486	-14	-9	-23	-19	-17	-36				
Internal Trips Within This Block			-270	-4	-4	-8	-12	-12	-24				
New External Trips													
Residential				120	76	196	102	93	195				
Retail				19	12	31	55	54	109				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**3,871**	**139**	**88**	**227**	**157**	**147**	**304**				
New External Trips Percent of Total Project Trips			82%	85%	85%	85%	81%	81%	81%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			102	5	4	9	5	4	9				
Retail (2.6%)			41	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			143	6	4	10	7	6	13				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 100

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	20	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	27	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	21	2	19	2	41	2	60	5	55	5	52	5	675	61	614	61	530	61
Exit	14	2	12	2	38	2	61	7	54	7	34	7	675	74	601	74	461	74
Total	35	4	31				121	12	109				1350	135	1215			
	100%	11%	89%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	122	2	120	2	0	0	109	7	102	2	0	0	1396	74	1322	56	0	0
Exit	78	2	76	0	0	0	98	5	93	0	0	0	1396	61	1335	0	0	0
Total	200	4	196				207	12	195				2792	135	2657			
	100%	2%	98%				100%	6%	94%				100%	5%	95%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	19	120	139	0	55	102	157	0	614	1322	1936
Exit	0	12	76	88	0	54	93	147	0	601	1335	1936
Total	0	31	196	227	0	109	195	304	0	1215	2657	3872
Single-Use Trip Gen.	0	35	200	235	0	121	207	328	0	1350	2792	4142
INTERNAL CAPTURE				**3%**				**7%**				**7%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 101

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	567 rooms	ITE (310)	4,701	214	137	351	178	157	335	61%	39%	53%	47%
Subtotal Residential			4,701	214	137	351	178	157	335				
Retail	14.9 KSF	ITE (820)	1,971	31	19	50	87	91	178	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**6,672**	**245**	**156**	**401**	**265**	**248**	**513**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-122	-7	-5	-12	-5	-5	-10				
Retail (-2.2%)			-43	-1	0	-1	-2	-2	-4				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-165	-8	-5	-13	-7	-7	-14				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-451	-17	-11	-28	-15	-14	-29				
Retail (-11.6%)			-229	-4	-2	-6	-10	-11	-21				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-680	-21	-13	-34	-25	-25	-50				
Internal Trips Within This Block			-342	-4	-4	-8	-16	-16	-32				
New External Trips													
Residential				188	119	307	149	131	280				
Retail				24	15	39	68	69	137				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**5,485**	**212**	**134**	**346**	**217**	**200**	**417**				
New External Trips Percent of Total Project Trips			82%	87%	86%	86%	82%	81%	81%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			150	9	5	14	6	6	12				
Retail (2.6%)			51	1	0	1	2	3	5				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			201	10	5	15	8	9	17				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 101

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	26	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	34	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	26	2	24	2	64	2	75	7	68	7	73	7	850	77	773	77	784	77
Exit	17	2	15	2	59	2	78	9	69	9	49	9	850	94	756	94	681	94
Total	43	4	39				153	16	137				1700	171	1529			
	100%	9%	91%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	190	2	188	4	0	0	158	9	149	3	0	0	2064	94	1970	83	0	0
Exit	121	2	119	0	0	0	138	7	131	0	0	0	2064	77	1987	0	0	0
Total	311	4	307				296	16	280				4128	171	3957			
	100%	1%	99%				100%	5%	95%				100%	4%	96%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	24	188	212	0	68	149	217	0	773	1970	2743
Exit	0	15	119	134	0	69	131	200	0	756	1987	2743
Total	0	39	307	346	0	137	280	417	0	1529	3957	5486
Single-Use Trip Gen.	0	43	311	354	0	153	296	449	0	1700	4128	5828
INTERNAL CAPTURE				**2%**				**7%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 102

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Powerhouse Science Center	74 KSF	Dowling	889	24	3	27	9	80	89	90%	10%	10%	90%
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**889**	**24**	**3**	**27**	**9**	**80**	**89**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**889**	**24**	**3**	**27**	**9**	**80**	**89**				
New External Trips Percent of Total Project Trips			100%	100%	100%	100%	100%	100%	100%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 102

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 103

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	308 rooms	ITE (310)	2,383	101	64	165	96	86	182	61%	39%	53%	47%
Subtotal Residential			2,383	101	64	165	96	86	182				
Retail	8.1 KSF	ITE (820)	1,328	21	14	35	58	60	118	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,711**	**122**	**78**	**200**	**154**	**146**	**300**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-62	-4	-2	-6	-3	-3	-6				
Retail (-2.2%)			-29	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-91	-5	-2	-7	-4	-5	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-229	-8	-5	-13	-8	-8	-16				
Retail (-11.6%)			-154	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-383	-10	-7	-17	-15	-15	-30				
Internal Trips Within This Block			-230	-3	-3	-6	-11	-11	-22				
New External Trips													
Residential				88	55	143	79	70	149				
Retail				17	11	28	45	45	90				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**3,007**	**104**	**66**	**170**	**124**	**115**	**239**				
New External Trips Percent of Total Project Trips			81%	85%	85%	85%	81%	79%	80%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			76	4	3	7	4	3	7				
Retail (2.6%)			35	1	0	1	1	2	3				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			111	5	3	8	5	5	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 103

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	17	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	23	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	18	2	16	2	30	2	50	5	45	5	40	5	573	52	521	52	397	52
Exit	12	1	11	1	28	1	51	6	45	6	26	6	573	63	510	63	345	63
Total	30	3	27				101	11	90				1146	115	1031			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	89	1	88	2	0	0	85	6	79	2	0	0	1046	63	983	42	0	0
Exit	57	2	55	0	0	0	75	5	70	0	0	0	1046	52	994	0	0	0
Total	146	3	143				160	11	149				2092	115	1977			
	100%	2%	98%				100%	7%	93%				100%	5%	95%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	16	88	104	0	45	79	124	0	521	983	1504
Exit	0	11	55	66	0	45	70	115	0	510	994	1504
Total	0	27	143	170	0	90	149	239	0	1031	1977	3008
Single-Use Trip Gen.	0	30	146	176	0	101	160	261	0	1146	2092	3238
INTERNAL CAPTURE				**3%**				**8%**				**7%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 104

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	568 rooms	ITE (310)	4,710	215	137	352	178	157	335	61%	39%	53%	47%
Subtotal Residential			4,710	215	137	352	178	157	335				
Retail	14.9 KSF	ITE (820)	1,974	31	19	50	87	91	178	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**6,684**	**246**	**156**	**402**	**265**	**248**	**513**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-122	-7	-5	-12	-5	-5	-10				
Retail (-2.2%)			-43	-1	0	-1	-2	-2	-4				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-165	-8	-5	-13	-7	-7	-14				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-452	-17	-11	-28	-15	-14	-29				
Retail (-11.6%)			-229	-4	-2	-6	-10	-11	-21				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-681	-21	-13	-34	-25	-25	-50				
Internal Trips Within This Block			-342	-4	-4	-8	-16	-16	-32				
New External Trips													
Residential				189	119	308	149	131	280				
Retail				24	15	39	68	69	137				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**5,496**	**213**	**134**	**347**	**217**	**200**	**417**				
New External Trips Percent of Total Project Trips			82%	87%	86%	86%	82%	81%	81%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			151	9	5	14	6	6	12				
Retail (2.6%)			51	1	0	1	2	3	5				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			202	10	5	15	8	9	17				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 104

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	26	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	34	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	26	2	24	2	64	2	75	7	68	7	73	7	851	77	774	77	786	77
Exit	17	2	15	2	59	2	78	9	69	9	49	9	851	94	757	94	682	94
Total	43	4	39				153	16	137				1702	171	1531			
	100%	9%	91%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	191	2	189	4	0	0	158	9	149	3	0	0	2068	94	1974	83	0	0
Exit	121	2	119	0	0	0	138	7	131	0	0	0	2068	77	1991	0	0	0
Total	312	4	308				296	16	280				4136	171	3965			
	100%	1%	99%				100%	5%	95%				100%	4%	96%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	24	189	213	0	68	149	217	0	774	1974	2748
Exit	0	15	119	134	0	69	131	200	0	757	1991	2748
Total	0	39	308	347	0	137	280	417	0	1531	3965	5496
Single-Use Trip Gen.	0	43	312	355	0	153	296	449	0	1702	4136	5838
INTERNAL CAPTURE				**2%**				**7%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 105

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 105

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 106

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 106

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 107a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	111 Units	ITE (230)	704	10	46	56	44	21	65	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			704	10	46	56	44	21	65				
Retail	2.5 KSF	ITE (820)	615	10	7	17	26	27	53	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,319**	**20**	**53**	**73**	**70**	**48**	**118**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-18	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-32	0	-2	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-68	-1	-3	-4	-4	-2	-6				
Retail (-11.6%)			-71	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-139	-2	-4	-6	-7	-5	-12				
Internal Trips Within This Block			-106	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				8	40	48	36	16	52				
Retail				8	5	13	21	20	41				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,042**	**16**	**45**	**61**	**57**	**36**	**93**				
New External Trips Percent of Total Project Trips			79%	80%	85%	84%	81%	75%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			23	0	2	2	1	1	2				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			39	0	2	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 107a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	22	1	23	2	21	2	10	2	265	24	241	24	117	24
Exit	6	1	5	1	3	1	23	3	20	3	12	3	265	29	236	29	102	29
Total	15	2	13				46	5	41				530	53	477			
	100%	13%	87%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	39	3	36	1	0	0	309	29	280	12	0	0
Exit	41	1	40	0	0	0	18	2	16	0	0	0	309	24	285	0	0	0
Total	50	2	48				57	5	52				618	53	565			
	100%	4%	96%				100%	9%	91%				100%	9%	91%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	8	8	16	0	21	36	57	0	241	280	521
Exit	0	5	40	45	0	20	16	36	0	236	285	521
Total	0	13	48	61	0	41	52	93	0	477	565	1042
Single-Use Trip Gen.	0	15	50	65	0	46	57	103	0	530	618	1148
INTERNAL CAPTURE				**6%**				**10%**				**9%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 107b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	70 Units	ITE (230)	472	7	32	39	30	15	45	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			472	7	32	39	30	15	45				
Retail	4.1 KSF	ITE (820)	845	14	9	23	36	38	74	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,317**	**21**	**41**	**62**	**66**	**53**	**119**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-12	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-19	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-31	-1	-1	-2	-2	-1	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-45	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-98	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-143	-3	-3	-6	-7	-6	-13				
Internal Trips Within This Block			-146	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				5	28	33	22	11	33				
Retail				10	7	17	28	28	56				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**997**	**15**	**35**	**50**	**50**	**39**	**89**				
New External Trips Percent of Total Project Trips			76%	71%	85%	81%	76%	74%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			15	0	2	2	1	1	2				
Retail (2.6%)			22	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			37	1	2	3	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 107b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	15	1	31	3	28	3	7	3	364	33	331	33	79	33
Exit	8	1	7	1	2	1	32	4	28	4	8	4	364	40	324	40	69	40
Total	19	2	17				63	7	56				728	73	655			
	100%	11%	89%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	26	4	22	1	0	0	208	40	168	8	0	0
Exit	29	1	28	0	0	0	14	3	11	0	0	0	208	33	175	0	0	0
Total	35	2	33				40	7	33				416	73	343			
	100%	6%	94%				100%	18%	83%				100%	18%	82%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	10	5	15	0	28	22	50	0	331	168	499
Exit	0	7	28	35	0	28	11	39	0	324	175	499
Total	0	17	33	50	0	56	33	89	0	655	343	998
Single-Use Trip Gen.	0	19	35	54	0	63	40	103	0	728	416	1144
INTERNAL CAPTURE				**7%**				**14%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 108a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	105 Units	ITE (230)	671	9	45	54	42	21	63	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			671	9	45	54	42	21	63				
Retail	2.4 KSF	ITE (820)	595	10	7	17	25	27	52	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,266**	**19**	**52**	**71**	**67**	**48**	**115**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-17	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-13	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-30	0	-2	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-64	-1	-3	-4	-3	-2	-5				
Retail (-11.6%)			-69	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-133	-2	-4	-6	-6	-5	-11				
Internal Trips Within This Block			-102	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				7	39	46	35	16	51				
Retail				8	5	13	20	20	40				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,001**	**15**	**44**	**59**	**55**	**36**	**91**				
New External Trips Percent of Total Project Trips			79%	79%	85%	83%	82%	75%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			21	0	2	2	1	1	2				
Retail (2.6%)			15	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			36	0	2	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 108a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	21	1	22	2	20	2	10	2	257	23	234	23	112	23
Exit	6	1	5	1	2	1	23	3	20	3	12	3	257	28	229	28	97	28
Total	15	2	13				45	5	40				514	51	463			
	100%	13%	87%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	8	1	7	0	0	0	38	3	35	1	0	0	295	28	267	12	0	0
Exit	40	1	39	0	0	0	18	2	16	0	0	0	295	23	272	0	0	0
Total	48	2	46				56	5	51				590	51	539			
	100%	4%	96%				100%	9%	91%				100%	9%	91%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	8	7	15	0	20	35	55	0	234	267	501
Exit	0	5	39	44	0	20	16	36	0	229	272	501
Total	0	13	46	59	0	40	51	91	0	463	539	1002
Single-Use Trip Gen.	0	15	48	63	0	45	56	101	0	514	590	1104
INTERNAL CAPTURE				**6%**				**10%**				**9%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 108b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	75 Units	ITE (230)	501	7	34	41	31	16	47	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			501	7	34	41	31	16	47				
Retail	4.4 KSF	ITE (820)	886	15	9	24	38	40	78	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,387**	**22**	**43**	**65**	**69**	**56**	**125**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-13	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-19	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-32	-1	-1	-2	-2	-1	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-48	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-103	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-151	-3	-3	-6	-7	-6	-13				
Internal Trips Within This Block			-152	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				5	30	35	23	12	35				
Retail				11	7	18	30	30	60				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,052**	**16**	**37**	**53**	**53**	**42**	**95**				
New External Trips Percent of Total Project Trips			76%	73%	86%	82%	77%	75%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			16	0	2	2	1	1	2				
Retail (2.6%)			23	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			39	1	2	3	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 108b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	1	11	1	16	1	33	3	30	3	8	3	382	34	348	34	84	34
Exit	8	1	7	1	2	1	34	4	30	4	8	4	382	42	340	42	73	42
Total	20	2	18				67	7	60				764	76	688			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	27	4	23	1	0	0	220	42	178	9	0	0
Exit	31	1	30	0	0	0	15	3	12	0	0	0	220	34	186	0	0	0
Total	37	2	35				42	7	35				440	76	364			
	100%	5%	95%				100%	17%	83%				100%	17%	83%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	11	5	16	0	30	23	53	0	348	178	526
Exit	0	7	30	37	0	30	12	42	0	340	186	526
Total	0	18	35	53	0	60	35	95	0	688	364	1052
Single-Use Trip Gen.	0	20	37	57	0	67	42	109	0	764	440	1204
INTERNAL CAPTURE				**7%**				**13%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 109

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	300 Units	ITE (230)	1,673	21	103	124	99	49	148	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,673	21	103	124	99	49	148				
Retail	6.7 KSF	ITE (820)	1,177	19	12	31	51	53	104	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,850**	**40**	**115**	**155**	**150**	**102**	**252**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-43	-1	-3	-4	-3	-2	-5				
Retail (-2.2%)			-26	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-69	-2	-3	-5	-4	-3	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-161	-2	-8	-10	-9	-4	-13				
Retail (-11.6%)			-137	-2	-2	-4	-6	-6	-12				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-298	-4	-10	-14	-15	-10	-25				
Internal Trips Within This Block			-204	-2	-2	-4	-10	-10	-20				
New External Trips													
Residential				17	91	108	81	39	120				
Retail				15	9	24	40	40	80				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,279**	**32**	**100**	**132**	**121**	**79**	**200**				
New External Trips Percent of Total Project Trips			80%	80%	87%	85%	81%	77%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			54	1	4	5	3	2	5				
Retail (2.6%)			31	1	0	1	1	2	3				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			85	2	4	6	4	4	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 109

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	20	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	16	1	15	1	49	1	44	4	40	4	23	4	507	46	461	46	279	46
Exit	10	1	9	1	6	1	46	6	40	6	27	6	507	56	451	56	243	56
Total	26	2	24				90	10	80				1014	102	912			
	100%	8%	92%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	18	1	17	0	0	0	87	6	81	2	0	0	735	56	679	29	0	0
Exit	92	1	91	0	0	0	43	4	39	0	0	0	735	46	689	0	0	0
Total	110	2	108				130	10	120				1470	102	1368			
	100%	2%	98%				100%	8%	92%				100%	7%	93%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	15	17	32	0	40	81	121	0	461	679	1140
Exit	0	9	91	100	0	40	39	79	0	451	689	1140
Total	0	24	108	132	0	80	120	200	0	912	1368	2280
Single-Use Trip Gen.	0	26	110	136	0	90	130	220	0	1014	1470	2484
INTERNAL CAPTURE				**3%**				**9%**				**8%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 110

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	57 Units	ITE (230)	394	6	27	33	25	13	38	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			394	6	27	33	25	13	38				
Retail	3.7 KSF	ITE (820)	798	13	9	22	34	36	70	61%	39%	49%	51%
Office	7.4 KSF	ITE (710)	180	20	3	23	2	9	11	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,372**	**39**	**39**	**78**	**61**	**58**	**119**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-10	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-18	0	0	0	-1	-1	-2				
Office (-11.1%)			-20	-3	0	-3	0	-1	-1				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-48	-3	-1	-4	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-38	-1	-2	-3	-2	-1	-3				
Retail (-11.6%)			-93	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			-5	-1	0	-1	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-136	-4	-3	-7	-6	-5	-11				
Internal Trips Within This Block			-190	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				4	23	27	18	9	27				
Retail				10	7	17	25	26	51				
Office and Light Industrial				16	3	19	1	7	8				
Total External Trips			**998**	**30**	**33**	**63**	**44**	**42**	**86**				
New External Trips Percent of Total Project Trips			73%	77%	85%	81%	72%	72%	72%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			13	0	1	1	1	0	1				
Retail (2.6%)			21	1	0	1	1	1	2				
Office (12.5%)			23	3	0	3	0	1	1				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			57	4	1	5	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 110

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	16	0	16	5	0	0	2	1	1	1	1	1	78	10	68	12	10	10
Exit	3	0	3	1	0	0	8	1	7	2	1	1	78	16	62	17	14	14
Total	19	0	19				10	2	8				156	26	130			
	100%	0%	100%				100%	20%	80%				100%	17%	83%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	13	1	29	4	25	3	6	3	344	45	299	31	66	31
Exit	8	1	7	1	2	1	31	5	26	4	7	4	344	48	296	38	57	38
Total	19	2	17				60	9	51				688	93	595			
	100%	11%	89%				100%	15%	85%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	22	4	18	0	0	0	173	40	133	7	2	2
Exit	24	1	23	0	0	0	12	3	9	0	0	0	173	31	142	0	0	0
Total	29	2	27				34	7	27				346	71	275			
	100%	7%	93%				100%	21%	79%				100%	21%	79%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	16	10	4	30	1	25	18	44	68	299	133	500
Exit	3	7	23	33	7	26	9	42	62	296	142	500
Total	19	17	27	63	8	51	27	86	130	595	275	1000
Single-Use Trip Gen.	19	19	29	67	10	60	34	104	156	688	346	1190
INTERNAL CAPTURE				**6%**				**17%**				**16%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 111

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	518 rooms	ITE (310)	4,263	192	122	314	162	144	306	61%	39%	53%	47%
Subtotal Residential			4,263	192	122	314	162	144	306				
Retail	13.6 KSF	ITE (820)	1,859	29	19	48	82	85	167	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**6,122**	**221**	**141**	**362**	**244**	**229**	**473**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-111	-7	-4	-11	-5	-4	-9				
Retail (-2.2%)			-41	-1	0	-1	-2	-2	-4				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-152	-8	-4	-12	-7	-6	-13				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-409	-15	-10	-25	-14	-12	-26				
Retail (-11.6%)			-216	-4	-2	-6	-9	-10	-19				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-625	-19	-12	-31	-23	-22	-45				
Internal Trips Within This Block			-320	-4	-4	-8	-15	-15	-30				
New External Trips													
Residential				168	106	274	134	122	256				
Retail				22	15	37	65	64	129				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**5,025**	**190**	**121**	**311**	**199**	**186**	**385**				
New External Trips Percent of Total Project Trips			82%	86%	86%	86%	82%	81%	81%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			136	8	5	13	6	5	11				
Retail (2.6%)			48	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			184	9	5	14	8	7	15				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 111

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	24	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	32	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	2	22	2	57	2	71	6	65	6	68	6	801	72	729	72	711	72
Exit	17	2	15	2	53	2	73	9	64	9	44	9	801	88	713	88	618	88
Total	41	4	37				144	15	129				1602	160	1442			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	170	2	168	3	0	0	143	9	134	3	0	0	1872	88	1784	75	0	0
Exit	108	2	106	0	0	0	128	6	122	0	0	0	1872	72	1800	0	0	0
Total	278	4	274				271	15	256				3744	160	3584			
	100%	1%	99%				100%	6%	94%				100%	4%	96%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	22	168	190	0	65	134	199	0	729	1784	2513
Exit	0	15	106	121	0	64	122	186	0	713	1800	2513
Total	0	37	274	311	0	129	256	385	0	1442	3584	5026
Single-Use Trip Gen.	0	41	278	319	0	144	271	415	0	1602	3744	5346
INTERNAL CAPTURE				**3%**				**7%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 112a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	2.1 KSF	ITE (820)	548	10	6	16	23	24	47	61%	39%	49%	51%
Office	32.6 KSF	ITE (710)	563	67	9	76	8	41	49	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,111**	**77**	**15**	**92**	**31**	**65**	**96**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-12	0	0	0	0	-1	-1				
Office (-11.1%)			-62	-7	-1	-8	-1	-4	-5				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-74	-7	-1	-8	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-64	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			-16	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-80	-3	-1	-4	-2	-4	-6				
Internal Trips Within This Block			-32	0	0	0	-1	-1	-2				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				9	5	14	21	19	40				
Office and Light Industrial				58	8	66	6	36	42				
Total External Trips			**925**	**67**	**13**	**80**	**27**	**55**	**82**				
New External Trips Percent of Total Project Trips			83%	87%	87%	87%	87%	85%	85%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			14	0	0	0	0	1	1				
Office (12.5%)			70	9	1	10	1	5	6				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			84	9	1	10	1	6	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 112a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	58	0	58	18	0	0	7	1	6	2	1	1	243	7	236	36	7	7
Exit	8	0	8	2	0	0	36	0	36	8	0	0	243	9	234	53	9	9
Total	66	0	66				43	1	42				486	16	470			
	100%	0%	100%				100%	2%	98%				100%	3%	97%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	0	9	1	0	0	21	0	21	2	0	0	236	9	227	21	0	0
Exit	5	0	5	1	0	0	20	1	19	2	0	0	236	7	229	26	0	0
Total	14	0	14				41	1	40				472	16	456			
	100%	0%	100%				100%	2%	98%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	58	9	0	67	6	21	0	27	236	227	0	463
Exit	8	5	0	13	36	19	0	55	234	229	0	463
Total	66	14	0	80	42	40	0	82	470	456	0	926
Single-Use Trip Gen.	66	14	0	80	43	41	0	84	486	472	0	958
INTERNAL CAPTURE				**0%**				**2%**				**3%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 112b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	87 Units	ITE (230)	570	8	38	46	36	18	54	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			570	8	38	46	36	18	54				
Retail	5.1 KSF	ITE (820)	977	16	10	26	42	44	86	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,547**	**24**	**48**	**72**	**78**	**62**	**140**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-15	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-21	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-36	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-55	-1	-3	-4	-3	-2	-5				
Retail (-11.6%)			-113	-2	-1	-3	-5	-5	-10				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-168	-3	-4	-7	-8	-7	-15				
Internal Trips Within This Block			-168	-2	-2	-4	-8	-8	-16				
New External Trips													
Residential				6	32	38	27	12	39				
Retail				12	8	20	33	33	66				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,175**	**18**	**40**	**58**	**60**	**45**	**105**				
New External Trips Percent of Total Project Trips			76%	75%	83%	81%	77%	73%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			18	0	2	2	1	1	2				
Retail (2.6%)			25	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			43	1	2	3	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 112b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	13	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	17	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	13	1	12	1	17	1	36	3	33	3	8	3	422	38	384	38	95	38
Exit	9	1	8	1	2	1	38	5	33	5	10	5	422	46	376	46	83	46
Total	22	2	20				74	8	66				844	84	760			
	100%	9%	91%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	7	1	6	0	0	0	32	5	27	1	0	0	250	46	204	10	0	0
Exit	33	1	32	0	0	0	15	3	12	0	0	0	250	38	212	0	0	0
Total	40	2	38				47	8	39				500	84	416			
	100%	5%	95%				100%	17%	83%				100%	17%	83%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	12	6	18	0	33	27	60	0	384	204	588
Exit	0	8	32	40	0	33	12	45	0	376	212	588
Total	0	20	38	58	0	66	39	105	0	760	416	1176
Single-Use Trip Gen.	0	22	40	62	0	74	47	121	0	844	500	1344
INTERNAL CAPTURE				**6%**				**13%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 113a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	1.3 KSF	ITE (820)	395	7	5	12	17	17	34	61%	39%	49%	51%
Office	19.7 KSF	ITE (710)	381	45	6	51	5	24	29	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**776**	**52**	**11**	**63**	**22**	**41**	**63**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-9	0	0	0	0	-1	-1				
Office (-11.1%)			-42	-5	-1	-6	-1	-2	-3				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-51	-5	-1	-6	-1	-3	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-46	-1	0	-1	-2	-2	-4				
Office (-2.8%)			-11	-1	0	-1	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-57	-2	0	-2	-2	-3	-5				
Internal Trips Within This Block			-24	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				6	5	11	15	14	29				
Office and Light Industrial				39	5	44	4	21	25				
Total External Trips			**644**	**45**	**10**	**55**	**19**	**35**	**54**				
New External Trips Percent of Total Project Trips			83%	87%	91%	87%	86%	85%	86%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			10	0	0	0	0	1	1				
Office (12.5%)			48	5	1	6	1	3	4				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			58	5	1	6	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 113a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	39	0	39	12	0	0	4	0	4	1	0	0	164	5	159	25	5	5
Exit	5	0	5	1	0	0	21	0	21	5	0	0	164	7	157	36	7	7
Total	44	0	44				25	0	25				328	12	316			
	100%	0%	100%				100%	0%	100%				100%	4%	96%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	6	0	6	1	0	0	15	0	15	1	0	0	170	7	163	15	0	0
Exit	5	0	5	1	0	0	14	0	14	2	0	0	170	5	165	19	0	0
Total	11	0	11				29	0	29				340	12	328			
	100%	0%	100%				100%	0%	100%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	39	6	0	45	4	15	0	19	159	163	0	322
Exit	5	5	0	10	21	14	0	35	157	165	0	322
Total	44	11	0	55	25	29	0	54	316	328	0	644
Single-Use Trip Gen.	44	11	0	55	25	29	0	54	328	340	0	668
INTERNAL CAPTURE				**0%**				**0%**				**4%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 113b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	75 Units	ITE (230)	501	7	34	41	31	16	47	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			501	7	34	41	31	16	47				
Retail	4.4 KSF	ITE (820)	886	15	9	24	38	40	78	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,387**	**22**	**43**	**65**	**69**	**56**	**125**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-13	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-19	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-32	-1	-1	-2	-2	-1	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-48	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-103	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-151	-3	-3	-6	-7	-6	-13				
Internal Trips Within This Block			-152	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				5	30	35	23	12	35				
Retail				11	7	18	30	30	60				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,052**	**16**	**37**	**53**	**53**	**42**	**95**				
New External Trips Percent of Total Project Trips			76%	73%	86%	82%	77%	75%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			16	0	2	2	1	1	2				
Retail (2.6%)			23	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			39	1	2	3	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 113b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	1	11	1	16	1	33	3	30	3	8	3	382	34	348	34	84	34
Exit	8	1	7	1	2	1	34	4	30	4	8	4	382	42	340	42	73	42
Total	20	2	18				67	7	60				764	76	688			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	27	4	23	1	0	0	220	42	178	9	0	0
Exit	31	1	30	0	0	0	15	3	12	0	0	0	220	34	186	0	0	0
Total	37	2	35				42	7	35				440	76	364			
	100%	5%	95%				100%	17%	83%				100%	17%	83%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	11	5	16	0	30	23	53	0	348	178	526
Exit	0	7	30	37	0	30	12	42	0	340	186	526
Total	0	18	35	53	0	60	35	95	0	688	364	1052
Single-Use Trip Gen.	0	20	37	57	0	67	42	109	0	764	440	1204
INTERNAL CAPTURE				**7%**				**13%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 114

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	66 Units	ITE (230)	448	6	31	37	29	14	43	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			448	6	31	37	29	14	43				
Retail	4.3 KSF	ITE (820)	879	15	9	24	38	39	77	61%	39%	49%	51%
Office	8.6 KSF	ITE (710)	202	23	3	26	2	11	13	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,529**	**44**	**43**	**87**	**69**	**64**	**133**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-12	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-19	-1	0	-1	-1	-1	-2				
Office (-11.1%)			-22	-3	0	-3	0	-1	-1				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-53	-4	-1	-5	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-43	0	-3	-3	-3	-1	-4				
Retail (-11.6%)			-102	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			-6	-1	0	-1	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-151	-3	-4	-7	-7	-6	-13				
Internal Trips Within This Block			-208	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				5	26	31	21	10	31				
Retail				11	7	18	29	28	57				
Office and Light Industrial				19	3	22	1	9	10				
Total External Trips			**1,117**	**35**	**36**	**71**	**51**	**47**	**98**				
New External Trips Percent of Total Project Trips			73%	80%	84%	82%	74%	73%	74%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			14	0	2	2	1	1	2				
Retail (2.6%)			23	1	0	1	1	1	2				
Office (12.5%)			25	3	0	3	0	2	2				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			62	4	2	6	2	4	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 114

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	19	0	19	6	0	0	2	1	1	1	1	1	87	11	76	13	11	11
Exit	3	0	3	1	0	0	10	1	9	2	1	1	87	17	70	19	15	15
Total	22	0	22				12	2	10				174	28	146			
	100%	0%	100%				100%	17%	83%				100%	16%	84%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	1	11	1	14	1	33	4	29	3	7	3	379	49	330	34	75	34
Exit	8	1	7	1	2	1	33	5	28	4	8	4	379	53	326	42	65	42
Total	20	2	18				66	9	57				758	102	656			
	100%	10%	90%				100%	14%	86%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	25	4	21	1	0	0	197	44	153	8	2	2
Exit	27	1	26	0	0	0	13	3	10	0	0	0	197	34	163	0	0	0
Total	33	2	31				38	7	31				394	78	316			
	100%	6%	94%				100%	18%	82%				100%	20%	80%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	19	11	5	35	1	29	21	51	76	330	153	559
Exit	3	7	26	36	9	28	10	47	70	326	163	559
Total	22	18	31	71	10	57	31	98	146	656	316	1118
Single-Use Trip Gen.	22	20	33	75	12	66	38	116	174	758	394	1326
INTERNAL CAPTURE				**5%**				**16%**				**16%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 115

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	215 rooms	ITE (310)	1,551	65	41	106	67	60	127	61%	39%	53%	47%
Subtotal Residential			1,551	65	41	106	67	60	127				
Retail	5.7 KSF	ITE (820)	1,050	17	11	28	46	47	93	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,601**	**82**	**52**	**134**	**113**	**107**	**220**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-40	-2	-2	-4	-2	-2	-4				
Retail (-2.2%)			-23	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-63	-3	-2	-5	-3	-3	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-149	-5	-3	-8	-6	-5	-11				
Retail (-11.6%)			-122	-2	-1	-3	-5	-6	-11				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-271	-7	-4	-11	-11	-11	-22				
Internal Trips Within This Block			-182	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				57	35	92	54	49	103				
Retail				13	9	22	36	35	71				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,085**	**70**	**44**	**114**	**90**	**84**	**174**				
New External Trips Percent of Total Project Trips			80%	85%	85%	85%	80%	79%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			50	2	2	4	3	2	5				
Retail (2.6%)			27	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			77	3	2	5	4	3	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 115

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	18	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	14	1	13	1	19	1	40	4	36	4	28	4	453	41	412	41	259	41
Exit	10	1	9	1	18	1	40	5	35	5	18	5	453	50	403	50	225	50
Total	24	2	22				80	9	71				906	91	815			
	100%	8%	92%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	58	1	57	1	0	0	59	5	54	1	0	0	681	50	631	27	0	0
Exit	36	1	35	0	0	0	53	4	49	0	0	0	681	41	640	0	0	0
Total	94	2	92				112	9	103				1362	91	1271			
	100%	2%	98%				100%	8%	92%				100%	7%	93%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	13	57	70	0	36	54	90	0	412	631	1043
Exit	0	9	35	44	0	35	49	84	0	403	640	1043
Total	0	22	92	114	0	71	103	174	0	815	1271	2086
Single-Use Trip Gen.	0	24	94	118	0	80	112	192	0	906	1362	2268
INTERNAL CAPTURE				**3%**				**9%**				**8%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 116

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	4.5 KSF	ITE (820)	902	15	10	25	39	40	79	61%	39%	49%	51%
Office	51.5 KSF	ITE (710)	800	97	13	110	13	64	77	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,702**	**112**	**23**	**135**	**52**	**104**	**156**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-20	-1	0	-1	-1	-1	-2				
Office (-11.1%)			-89	-11	-1	-12	-2	-7	-9				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-109	-12	-1	-13	-3	-8	-11				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-105	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			-22	-3	0	-3	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-127	-5	-1	-6	-4	-7	-11				
Internal Trips Within This Block			-56	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				12	9	21	33	33	66				
Office and Light Industrial				83	12	95	10	54	64				
Total External Trips			**1,410**	**95**	**21**	**116**	**43**	**87**	**130**				
New External Trips Percent of Total Project Trips			83%	85%	91%	86%	83%	84%	83%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			23	1	0	1	1	1	2				
Office (12.5%)			100	12	2	14	2	8	10				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			123	13	2	15	3	9	12				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 116

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	83	0	83	26	0	0	11	1	10	3	1	1	345	12	333	52	12	12
Exit	12	0	12	3	0	0	55	1	54	13	1	1	345	16	329	76	16	16
Total	95	0	95				66	2	64				690	28	662			
	100%	0%	100%				100%	3%	97%				100%	4%	96%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	0	12	1	0	0	34	1	33	3	0	0	389	16	373	35	0	0
Exit	9	0	9	1	0	0	34	1	33	4	0	0	389	12	377	43	0	0
Total	21	0	21				68	2	66				778	28	750			
	100%	0%	100%				100%	3%	97%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	83	12	0	95	10	33	0	43	333	373	0	706
Exit	12	9	0	21	54	33	0	87	329	377	0	706
Total	95	21	0	116	64	66	0	130	662	750	0	1412
Single-Use Trip Gen.	95	21	0	116	66	68	0	134	690	778	0	1468
INTERNAL CAPTURE				**0%**				**3%**				**4%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 117

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	8.6 KSF	ITE (820)	1,375	22	14	36	60	63	123	61%	39%	49%	51%
Office	98.6 KSF	ITE (710)	1,319	163	22	185	25	122	147	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,694**	**185**	**36**	**221**	**85**	**185**	**270**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-30	-1	0	-1	-1	-2	-3				
Office (-11.1%)			-146	-18	-3	-21	-3	-13	-16				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-176	-19	-3	-22	-4	-15	-19				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-160	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			-37	-4	-1	-5	-1	-3	-4				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-197	-6	-3	-9	-8	-10	-18				
Internal Trips Within This Block			-84	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				19	12	31	51	52	103				
Office and Light Industrial				141	18	159	19	105	124				
Total External Trips			**2,237**	**160**	**30**	**190**	**70**	**157**	**227**				
New External Trips Percent of Total Project Trips			83%	86%	83%	86%	82%	85%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			36	1	0	1	1	2	3				
Office (12.5%)			165	20	3	23	3	15	18				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			201	21	3	24	4	17	21				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 117

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	141	0	141	44	0	0	21	2	19	7	2	2	568	18	550	85	18	18
Exit	18	0	18	4	0	0	106	1	105	24	1	1	568	24	544	125	24	24
Total	159	0	159				127	3	124				1136	42	1094			
	100%	0%	100%				100%	2%	98%				100%	4%	96%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	19	0	19	2	0	0	52	1	51	5	0	0	593	24	569	53	0	0
Exit	12	0	12	1	0	0	54	2	52	6	0	0	593	18	575	65	0	0
Total	31	0	31				106	3	103				1186	42	1144			
	100%	0%	100%				100%	3%	97%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	11	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	141	19	0	160	19	51	0	70	550	569	0	1119
Exit	18	12	0	30	105	52	0	157	544	575	0	1119
Total	159	31	0	190	124	103	0	227	1094	1144	0	2238
Single-Use Trip Gen.	159	31	0	190	127	106	0	233	1136	1186	0	2322
INTERNAL CAPTURE				**0%**				**3%**				**4%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 201

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	210 Units	ITE (232)	1,015	17	73	90	54	33	87	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,015	17	73	90	54	33	87				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,015**	**17**	**73**	**90**	**54**	**33**	**87**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-26	-1	-2	-3	-2	-1	-3				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-26	-1	-2	-3	-2	-1	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-97	-1	-6	-7	-4	-3	-7				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-97	-1	-6	-7	-4	-3	-7				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				15	65	80	48	29	77				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**892**	**15**	**65**	**80**	**48**	**29**	**77**				
New External Trips Percent of Total Project Trips			88%	88%	89%	89%	89%	88%	89%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			32	1	3	4	2	1	3				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			32	1	3	4	2	1	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 201

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	34	0	0	0	0	0	15	0	0	0	0	0	169	0
Exit	0	0	0	0	5	0	0	0	0	0	15	0	0	0	0	0	147	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	15	0	15	0	0	0	48	0	48	1	0	0	446	0	446	18	0	0
Exit	65	0	65	0	0	0	29	0	29	0	0	0	446	0	446	0	0	0
Total	80	0	80				77	0	77				892	0	892			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	15	15	0	0	48	48	0	0	446	446
Exit	0	0	65	65	0	0	29	29	0	0	446	446
Total	0	0	80	80	0	0	77	77	0	0	892	892
Single-Use Trip Gen.	0	0	80	80	0	0	77	77	0	0	892	892
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 202

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	284 Units	ITE (232)	1,294	21	90	111	69	43	112	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,294	21	90	111	69	43	112				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,294**	**21**	**90**	**111**	**69**	**43**	**112**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-34	-1	-3	-4	-2	-1	-3				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-34	-1	-3	-4	-2	-1	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-124	-2	-7	-9	-6	-4	-10				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-124	-2	-7	-9	-6	-4	-10				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				18	80	98	61	38	99				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,136**	**18**	**80**	**98**	**61**	**38**	**99**				
New External Trips Percent of Total Project Trips			88%	86%	89%	88%	88%	88%	88%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			41	1	4	5	2	2	4				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			41	1	4	5	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 202

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	42	0	0	0	0	0	20	0	0	0	0	0	216	0
Exit	0	0	0	0	6	0	0	0	0	0	19	0	0	0	0	0	187	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	18	0	18	0	0	0	61	0	61	1	0	0	568	0	568	23	0	0
Exit	80	0	80	0	0	0	38	0	38	0	0	0	568	0	568	0	0	0
Total	98	0	98				99	0	99				1136	0	1136			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	18	18	0	0	61	61	0	0	568	568
Exit	0	0	80	80	0	0	38	38	0	0	568	568
Total	0	0	98	98	0	0	99	99	0	0	1136	1136
Single-Use Trip Gen.	0	0	98	98	0	0	99	99	0	0	1136	1136
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 203

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	94 Units	ITE (230)	610	8	41	49	38	19	57	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			610	8	41	49	38	19	57				
Retail	1.6 KSF	ITE (820)	457	8	5	13	19	20	39	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,067**	**16**	**46**	**62**	**57**	**39**	**96**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-16	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-10	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-26	0	-2	-2	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-59	-1	-3	-4	-3	-2	-5				
Retail (-11.6%)			-53	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-112	-2	-4	-6	-5	-5	-10				
Internal Trips Within This Block			-80	-1	-1	-2	-4	-4	-8				
New External Trips													
Residential				7	35	42	32	14	46				
Retail				7	4	11	15	14	29				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**849**	**13**	**39**	**52**	**47**	**28**	**75**				
New External Trips Percent of Total Project Trips			80%	81%	85%	84%	82%	72%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			20	0	2	2	1	1	2				
Retail (2.6%)			12	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			32	0	2	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 203

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	7	1	6	1	19	1	17	2	15	2	8	2	197	18	179	18	102	18
Exit	4	0	4	0	2	0	16	2	14	2	11	2	197	22	175	22	88	22
Total	11	1	10				33	4	29				394	40	354			
	100%	9%	91%				100%	12%	88%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	7	0	7	0	0	0	34	2	32	1	0	0	268	22	246	11	0	0
Exit	36	1	35	0	0	0	16	2	14	0	0	0	268	18	250	0	0	0
Total	43	1	42				50	4	46				536	40	496			
	100%	2%	98%				100%	8%	92%				100%	7%	93%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	6	7	13	0	15	32	47	0	179	246	425
Exit	0	4	35	39	0	14	14	28	0	175	250	425
Total	0	10	42	52	0	29	46	75	0	354	496	850
Single-Use Trip Gen.	0	11	43	54	0	33	50	83	0	394	536	930
INTERNAL CAPTURE				**4%**				**10%**				**9%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 204

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	231 Units	ITE (232)	1,095	18	78	96	58	36	94	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,095	18	78	96	58	36	94				
Retail	5.2 KSF	ITE (820)	992	16	11	27	43	45	88	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,087**	**34**	**89**	**123**	**101**	**81**	**182**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-28	-1	-2	-3	-2	-1	-3				
Retail (-2.2%)			-22	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-50	-2	-2	-4	-3	-2	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-105	-2	-6	-8	-5	-3	-8				
Retail (-11.6%)			-115	-2	-1	-3	-5	-5	-10				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-220	-4	-7	-11	-10	-8	-18				
Internal Trips Within This Block			-172	-2	-2	-4	-8	-8	-16				
New External Trips													
Residential				14	69	83	46	29	75				
Retail				12	9	21	34	34	68				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,645**	**26**	**78**	**104**	**80**	**63**	**143**				
New External Trips Percent of Total Project Trips			79%	76%	88%	85%	79%	78%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			35	1	3	4	2	1	3				
Retail (2.6%)			26	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			61	2	3	5	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 204

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	13	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	17	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	13	1	12	1	37	1	37	3	34	3	17	3	428	39	389	39	183	39
Exit	10	1	9	1	5	1	39	5	34	5	16	5	428	47	381	47	159	47
Total	23	2	21				76	8	68				856	86	770			
	100%	9%	91%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	15	1	14	0	0	0	51	5	46	1	0	0	481	47	434	19	0	0
Exit	70	1	69	0	0	0	32	3	29	0	0	0	481	39	442	0	0	0
Total	85	2	83				83	8	75				962	86	876			
	100%	2%	98%				100%	10%	90%				100%	9%	91%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	12	14	26	0	34	46	80	0	389	434	823
Exit	0	9	69	78	0	34	29	63	0	381	442	823
Total	0	21	83	104	0	68	75	143	0	770	876	1646
Single-Use Trip Gen.	0	23	85	108	0	76	83	159	0	856	962	1818
INTERNAL CAPTURE				**4%**				**10%**				**9%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 205

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	273 Units	ITE (232)	1,253	21	87	108	67	41	108	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,253	21	87	108	67	41	108				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,253**	**21**	**87**	**108**	**67**	**41**	**108**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-33	-1	-3	-4	-2	-1	-3				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-33	-1	-3	-4	-2	-1	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-120	-2	-7	-9	-6	-3	-9				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-120	-2	-7	-9	-6	-3	-9				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				18	77	95	59	37	96				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,100**	**18**	**77**	**95**	**59**	**37**	**96**				
New External Trips Percent of Total Project Trips			88%	86%	89%	88%	88%	90%	89%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			40	1	3	4	2	2	4				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			40	1	3	4	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 205

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	41	0	0	0	0	0	20	0	0	0	0	0	209	0
Exit	0	0	0	0	6	0	0	0	0	0	18	0	0	0	0	0	182	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	18	0	18	0	0	0	59	0	59	1	0	0	550	0	550	22	0	0
Exit	77	0	77	0	0	0	37	0	37	0	0	0	550	0	550	0	0	0
Total	95	0	95				96	0	96				1100	0	1100			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	18	18	0	0	59	59	0	0	550	550
Exit	0	0	77	77	0	0	37	37	0	0	550	550
Total	0	0	95	95	0	0	96	96	0	0	1100	1100
Single-Use Trip Gen.	0	0	95	95	0	0	96	96	0	0	1100	1100
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 206

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	190 Units	ITE (230)	1,124	15	71	86	68	34	102	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,124	15	71	86	68	34	102				
Retail	13.8 KSF	ITE (820)	1,878	29	19	48	83	86	169	61%	39%	49%	51%
Office	28.9 KSF	ITE (710)	513	62	8	70	7	36	43	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,515**	**106**	**98**	**204**	**158**	**156**	**314**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-29	-1	-2	-3	-2	-1	-3				
Retail (-2.2%)			-41	-1	0	-1	-2	-2	-4				
Office (-11.1%)			-57	-7	-1	-8	-1	-4	-5				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-127	-9	-3	-12	-5	-7	-12				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-108	-1	-6	-7	-6	-3	-9				
Retail (-11.6%)			-218	-4	-2	-6	-10	-10	-20				
Office (-2.8%)			-14	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-340	-7	-8	-15	-16	-14	-30				
Internal Trips Within This Block			-444	-5	-5	-10	-19	-19	-38				
New External Trips													
Residential				11	61	72	50	24	74				
Retail				22	14	36	64	63	127				
Office and Light Industrial				52	7	59	4	29	33				
Total External Trips			**2,604**	**85**	**82**	**167**	**118**	**116**	**234**				
New External Trips Percent of Total Project Trips			74%	80%	84%	82%	75%	74%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			36	1	3	4	3	1	4				
Retail (2.6%)			49	1	0	1	2	2	4				
Office (12.5%)			64	8	1	9	1	4	5				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			149	10	4	14	6	7	13				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 206

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	53	1	52	16	1	1	6	2	4	2	2	2	221	24	197	33	24	24
Exit	7	0	7	2	0	0	31	2	29	7	1	1	221	36	185	49	32	32
Total	60	1	59				37	4	33				442	60	382			
	100%	2%	98%				100%	11%	89%				100%	14%	86%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	24	2	22	2	33	2	71	7	64	6	16	6	810	105	705	73	188	73
Exit	17	3	14	2	4	2	74	11	63	9	19	9	810	113	697	89	163	89
Total	41	5	36				145	18	127				1620	218	1402			
	100%	12%	88%				100%	12%	88%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	13	2	11	0	0	0	60	10	50	1	1	1	494	93	401	20	4	4
Exit	63	2	61	0	0	0	30	6	24	0	0	0	494	73	421	0	0	0
Total	76	4	72				90	16	74				988	166	822			
	100%	5%	95%				100%	18%	82%				100%	17%	83%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	52	22	11	85	4	64	50	118	197	705	401	1303
Exit	7	14	61	82	29	63	24	116	185	697	421	1303
Total	59	36	72	167	33	127	74	234	382	1402	822	2606
Single-Use Trip Gen.	60	41	76	177	37	145	90	272	442	1620	988	3050
INTERNAL CAPTURE				**6%**				**14%**				**15%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 207

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	8.8 KSF	ITE (820)	1,395	23	14	37	61	63	124	61%	39%	49%	51%
Office	283.1 KSF	ITE (710)	2,973	379	52	431	67	329	396	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,368**	**402**	**66**	**468**	**128**	**392**	**520**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-31	-1	0	-1	-1	-2	-3				
Office (-11.1%)			-330	-42	-6	-48	-7	-37	-44				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-361	-43	-6	-49	-8	-39	-47				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-162	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			-83	-11	-1	-12	-2	-9	-11				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-245	-13	-3	-16	-9	-16	-25				
Internal Trips Within This Block			-84	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				20	12	32	52	52	104				
Office and Light Industrial				326	45	371	56	282	338				
Total External Trips			**3,678**	**346**	**57**	**403**	**108**	**334**	**442**				
New External Trips Percent of Total Project Trips			84%	86%	86%	86%	84%	85%	85%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			36	1	0	1	1	2	3				
Office (12.5%)			372	48	6	54	9	42	50				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			408	49	6	55	10	44	53				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 207

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	326	0	326	101	0	0	58	2	56	18	2	2	1280	18	1262	192	18	18
Exit	45	0	45	10	0	0	283	1	282	65	1	1	1280	24	1256	282	24	24
Total	371	0	371				341	3	338				2560	42	2518			
	100%	0%	100%				100%	1%	99%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	20	0	20	2	0	0	53	1	52	5	0	0	601	24	577	54	0	0
Exit	12	0	12	1	0	0	54	2	52	6	0	0	601	18	583	66	0	0
Total	32	0	32				107	3	104				1202	42	1160			
	100%	0%	100%				100%	3%	97%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	26	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	326	20	0	346	56	52	0	108	1262	577	0	1839
Exit	45	12	0	57	282	52	0	334	1256	583	0	1839
Total	371	32	0	403	338	104	0	442	2518	1160	0	3678
Single-Use Trip Gen.	371	32	0	403	341	107	0	448	2560	1202	0	3762
INTERNAL CAPTURE				**0%**				**1%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 212

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	1 Units	ITE (230)	12	0	1	1	1	0	1	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	471 rooms	ITE (310)	3,842	170	109	279	147	131	278	61%	39%	53%	47%
Subtotal Residential			3,854	170	110	280	148	131	279				
Retail	12.4 KSF	ITE (820)	1,748	27	18	45	77	80	157	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**5,602**	**197**	**128**	**325**	**225**	**211**	**436**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-100	-6	-4	-10	-5	-4	-9				
Retail (-2.2%)			-38	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-138	-7	-4	-11	-6	-6	-12				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-370	-13	-9	-22	-13	-11	-24				
Retail (-11.6%)			-203	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-573	-16	-11	-27	-22	-20	-42				
Internal Trips Within This Block			-302	-4	-4	-8	-14	-14	-28				
New External Trips													
Residential				149	95	244	122	110	232				
Retail				21	14	35	61	61	122				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**4,589**	**170**	**109**	**279**	**183**	**171**	**354**				
New External Trips Percent of Total Project Trips			82%	86%	85%	86%	81%	81%	81%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			123	7	4	11	5	5	10				
Retail (2.6%)			45	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			168	8	4	12	7	7	14				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 212

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	23	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	30	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	23	2	21	2	51	2	67	6	61	6	61	6	754	68	686	68	643	68
Exit	16	2	14	2	47	2	69	8	61	8	40	8	754	83	671	83	558	83
Total	39	4	35				136	14	122				1508	151	1357			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	151	2	149	3	0	0	130	8	122	3	0	0	1692	83	1609	68	0	0
Exit	97	2	95	0	0	0	116	6	110	0	0	0	1692	68	1624	0	0	0
Total	248	4	244				246	14	232				3384	151	3233			
	100%	2%	98%				100%	6%	94%				100%	4%	96%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	21	149	170	0	61	122	183	0	686	1609	2295
Exit	0	14	95	109	0	61	110	171	0	671	1624	2295
Total	0	35	244	279	0	122	232	354	0	1357	3233	4590
Single-Use Trip Gen.	0	39	248	287	0	136	246	382	0	1508	3384	4892
INTERNAL CAPTURE				**3%**				**7%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 213

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	390.0 KSF	ITE (710)	3,804	490	67	557	88	428	516	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,804**	**490**	**67**	**557**	**88**	**428**	**516**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			-422	-55	-7	-62	-10	-47	-57				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-422	-55	-7	-62	-10	-47	-57				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-107	-14	-2	-16	-2	-12	-14				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-107	-14	-2	-16	-2	-12	-14				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				421	58	479	76	369	445				
Total External Trips			**3,275**	**421**	**58**	**479**	**76**	**369**	**445**				
New External Trips Percent of Total Project Trips			86%	86%	87%	86%	86%	86%	86%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			476	62	8	70	11	54	65				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			476	62	8	70	11	54	65				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 213

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	421	0	421	131	0	0	76	0	76	24	0	0	1638	0	1638	246	0	0
Exit	58	0	58	13	0	0	369	0	369	85	0	0	1638	0	1638	360	0	0
Total	479	0	479				445	0	445				3276	0	3276			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0	33	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	421	0	0	421	76	0	0	76	1638	0	0	1638
Exit	58	0	0	58	369	0	0	369	1638	0	0	1638
Total	479	0	0	479	445	0	0	445	3276	0	0	3276
Single-Use Trip Gen.	479	0	0	479	445	0	0	445	3276	0	0	3276
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 214a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	12.5 KSF	ITE (820)	1,758	27	18	45	77	81	158	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,758**	**27**	**18**	**45**	**77**	**81**	**158**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-39	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-39	-1	0	-1	-1	-2	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-204	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-204	-3	-2	-5	-9	-9	-18				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				23	16	39	67	70	137				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,515**	**23**	**16**	**39**	**67**	**70**	**137**				
New External Trips Percent of Total Project Trips			86%	85%	89%	87%	87%	86%	87%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			46	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			46	1	0	1	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 214a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	23	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	30	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	23	0	23	2	0	0	67	0	67	6	0	0	758	0	758	68	0	0
Exit	16	0	16	2	0	0	70	0	70	8	0	0	758	0	758	83	0	0
Total	39	0	39				137	0	137				1516	0	1516			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	23	0	23	0	67	0	67	0	758	0	758
Exit	0	16	0	16	0	70	0	70	0	758	0	758
Total	0	39	0	39	0	137	0	137	0	1516	0	1516
Single-Use Trip Gen.	0	39	0	39	0	137	0	137	0	1516	0	1516
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 214b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	3.9 KSF	ITE (820)	830	14	9	23	36	37	73	61%	39%	49%	51%
Office	127.3 KSF	ITE (710)	1,607	201	27	228	32	158	190	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,437**	**215**	**36**	**251**	**68**	**195**	**263**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-18	-1	0	-1	-1	-1	-2				
Office (-11.1%)			-178	-22	-3	-25	-4	-17	-21				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-196	-23	-3	-26	-5	-18	-23				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-96	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			-45	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-141	-7	-2	-9	-5	-8	-13				
Internal Trips Within This Block			-50	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				11	8	19	30	31	61				
Office and Light Industrial				174	23	197	26	136	162				
Total External Trips			**2,050**	**185**	**31**	**216**	**56**	**167**	**223**				
New External Trips Percent of Total Project Trips			84%	86%	86%	86%	82%	86%	85%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			22	1	0	1	1	1	2				
Office (12.5%)			201	26	3	29	4	20	24				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			223	27	3	30	5	21	26				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 214b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	174	0	174	54	0	0	27	1	26	8	1	1	692	11	681	104	11	11
Exit	23	0	23	5	0	0	137	1	136	32	1	1	692	14	678	152	14	14
Total	197	0	197				164	2	162				1384	25	1359			
	100%	0%	100%				100%	1%	99%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	0	11	1	0	0	31	1	30	3	0	0	358	14	344	32	0	0
Exit	8	0	8	1	0	0	32	1	31	4	0	0	358	11	347	39	0	0
Total	19	0	19				63	2	61				716	25	691			
	100%	0%	100%				100%	3%	97%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	14	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	174	11	0	185	26	30	0	56	681	344	0	1025
Exit	23	8	0	31	136	31	0	167	678	347	0	1025
Total	197	19	0	216	162	61	0	223	1359	691	0	2050
Single-Use Trip Gen.	197	19	0	216	164	63	0	227	1384	716	0	2100
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 216

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 216

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 217

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	66 Units	ITE (230)	448	6	31	37	29	14	43	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			448	6	31	37	29	14	43				
Retail	3.3 KSF	ITE (820)	733	12	8	20	31	33	64	61%	39%	49%	51%
Office	32.5 KSF	ITE (710)	562	67	9	76	8	40	48	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,743**	**85**	**48**	**133**	**68**	**87**	**155**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-12	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-16	0	0	0	0	-1	-1				
Office (-11.1%)			-62	-7	-1	-8	-1	-4	-5				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-90	-7	-2	-9	-2	-5	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-43	0	-3	-3	-3	-1	-4				
Retail (-11.6%)			-85	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-16	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-144	-3	-4	-7	-6	-6	-12				
Internal Trips Within This Block			-180	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				5	26	31	21	10	31				
Retail				10	6	16	24	24	48				
Office and Light Industrial				58	8	66	6	33	39				
Total External Trips			**1,329**	**73**	**40**	**113**	**51**	**67**	**118**				
New External Trips Percent of Total Project Trips			76%	86%	83%	85%	75%	77%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			14	0	2	2	1	1	2				
Retail (2.6%)			19	1	0	1	1	1	2				
Office (12.5%)			70	9	1	10	1	5	6				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			103	10	3	13	3	7	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 217

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	58	0	58	18	0	0	7	1	6	2	1	1	242	9	233	36	9	9
Exit	8	0	8	2	0	0	35	2	33	8	1	1	242	18	224	53	13	13
Total	66	0	66				42	3	39				484	27	457			
	100%	0%	100%				100%	7%	93%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	14	1	28	4	24	3	7	3	316	41	275	28	75	28
Exit	7	1	6	1	2	1	28	4	24	3	8	3	316	44	272	35	65	35
Total	18	2	16				56	8	48				632	85	547			
	100%	11%	89%				100%	14%	86%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	25	4	21	1	1	1	197	40	157	8	5	5
Exit	27	1	26	0	0	0	13	3	10	0	0	0	197	28	169	0	0	0
Total	33	2	31				38	7	31				394	68	326			
	100%	6%	94%				100%	18%	82%				100%	17%	83%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	58	10	5	73	6	24	21	51	233	275	157	665
Exit	8	6	26	40	33	24	10	67	224	272	169	665
Total	66	16	31	113	39	48	31	118	457	547	326	1330
Single-Use Trip Gen.	66	18	33	117	42	56	38	136	484	632	394	1510
INTERNAL CAPTURE				**3%**				**13%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 218

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	75 Units	ITE (230)	501	7	34	41	31	16	47	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			501	7	34	41	31	16	47				
Retail	2.5 KSF	ITE (820)	625	11	7	18	26	28	54	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,126**	**18**	**41**	**59**	**57**	**44**	**101**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-13	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-27	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-48	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-73	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-121	-2	-3	-5	-6	-4	-10				
Internal Trips Within This Block			-108	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				5	30	35	24	13	37				
Retail				9	5	14	21	21	42				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**870**	**14**	**35**	**49**	**45**	**34**	**79**				
New External Trips Percent of Total Project Trips			77%	78%	85%	83%	79%	77%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			16	0	2	2	1	1	2				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			32	0	2	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 218

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	10	1	9	1	16	1	23	2	21	2	8	2	269	24	245	24	84	24
Exit	6	1	5	1	2	1	24	3	21	3	8	3	269	30	239	30	73	30
Total	16	2	14				47	5	42				538	54	484			
	100%	13%	88%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	27	3	24	1	0	0	220	30	190	9	0	0
Exit	31	1	30	0	0	0	15	2	13	0	0	0	220	24	196	0	0	0
Total	37	2	35				42	5	37				440	54	386			
	100%	5%	95%				100%	12%	88%				100%	12%	88%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	9	5	14	0	21	24	45	0	245	190	435
Exit	0	5	30	35	0	21	13	34	0	239	196	435
Total	0	14	35	49	0	42	37	79	0	484	386	870
Single-Use Trip Gen.	0	16	37	53	0	47	42	89	0	538	440	978
INTERNAL CAPTURE				**8%**				**11%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 219

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 219

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 300

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	379 Units	ITE (230)	2,050	26	124	150	120	59	179	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			2,050	26	124	150	120	59	179				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,050**	**26**	**124**	**150**	**120**	**59**	**179**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-53	-1	-4	-5	-4	-2	-6				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-53	-1	-4	-5	-4	-2	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-197	-2	-10	-12	-10	-5	-15				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-197	-2	-10	-12	-10	-5	-15				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				23	110	133	106	52	158				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,800**	**23**	**110**	**133**	**106**	**52**	**158**				
New External Trips Percent of Total Project Trips			88%	88%	89%	89%	88%	88%	88%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			66	1	5	6	5	2	7				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			66	1	5	6	5	2	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 300

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	58	0	0	0	0	0	28	0	0	0	0	0	342	0
Exit	0	0	0	0	7	0	0	0	0	0	33	0	0	0	0	0	297	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	23	0	23	0	0	0	106	0	106	2	0	0	900	0	900	36	0	0
Exit	110	0	110	0	0	0	52	0	52	0	0	0	900	0	900	0	0	0
Total	133	0	133				158	0	158				1800	0	1800			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	23	23	0	0	106	106	0	0	900	900
Exit	0	0	110	110	0	0	52	52	0	0	900	900
Total	0	0	133	133	0	0	158	158	0	0	1800	1800
Single-Use Trip Gen.	0	0	133	133	0	0	158	158	0	0	1800	1800
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 301

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	290.0 KSF	ITE (710)	3,028	387	53	440	69	335	404	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,028**	**387**	**53**	**440**	**69**	**335**	**404**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			-336	-43	-6	-49	-8	-37	-45				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-336	-43	-6	-49	-8	-37	-45				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-85	-11	-1	-12	-2	-9	-11				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-85	-11	-1	-12	-2	-9	-11				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				333	46	379	59	289	348				
Total External Trips			**2,607**	**333**	**46**	**379**	**59**	**289**	**348**				
New External Trips Percent of Total Project Trips			86%	86%	87%	86%	86%	86%	86%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			379	48	7	55	9	42	51				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			379	48	7	55	9	42	51				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 301

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	333	0	333	103	0	0	59	0	59	18	0	0	1304	0	1304	196	0	0
Exit	46	0	46	11	0	0	289	0	289	66	0	0	1304	0	1304	287	0	0
Total	379	0	379				348	0	348				2608	0	2608			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	26	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	333	0	0	333	59	0	0	59	1304	0	0	1304
Exit	46	0	0	46	289	0	0	289	1304	0	0	1304
Total	379	0	0	379	348	0	0	348	2608	0	0	2608
Single-Use Trip Gen.	379	0	0	379	348	0	0	348	2608	0	0	2608
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 302

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	8.4 KSF	ITE (820)	1,357	22	14	36	59	62	121	61%	39%	49%	51%
Office	475.0 KSF	ITE (710)	4,428	574	78	652	104	507	611	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**5,785**	**596**	**92**	**688**	**163**	**569**	**732**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-30	-1	0	-1	-1	-2	-3				
Office (-11.1%)			-492	-63	-9	-72	-12	-56	-68				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-522	-64	-9	-73	-13	-58	-71				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-157	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			-124	-16	-2	-18	-3	-14	-17				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-281	-18	-4	-22	-10	-21	-31				
Internal Trips Within This Block			-82	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				19	12	31	50	51	101				
Office and Light Industrial				495	67	562	87	436	523				
Total External Trips			**4,900**	**514**	**79**	**593**	**137**	**487**	**624**				
New External Trips Percent of Total Project Trips			85%	86%	86%	86%	84%	86%	85%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			35	1	0	1	1	2	3				
Office (12.5%)			554	72	10	82	13	63	76				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			589	73	10	83	14	65	79				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 302

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	495	0	495	153	0	0	89	2	87	28	2	2	1906	18	1888	286	18	18
Exit	67	0	67	15	0	0	437	1	436	101	1	1	1906	23	1883	419	23	23
Total	562	0	562				526	3	523				3812	41	3771			
	100%	0%	100%				100%	1%	99%				100%	1%	99%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	19	0	19	2	0	0	51	1	50	5	0	0	585	23	562	53	0	0
Exit	12	0	12	1	0	0	53	2	51	6	0	0	585	18	567	64	0	0
Total	31	0	31				104	3	101				1170	41	1129			
	100%	0%	100%				100%	3%	97%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0	0	38	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	495	19	0	514	87	50	0	137	1888	562	0	2450
Exit	67	12	0	79	436	51	0	487	1883	567	0	2450
Total	562	31	0	593	523	101	0	624	3771	1129	0	4900
Single-Use Trip Gen.	562	31	0	593	526	104	0	630	3812	1170	0	4982
INTERNAL CAPTURE				**0%**				**1%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 303

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	435.0 KSF	ITE (710)	4,138	535	73	608	96	470	566	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,138**	**535**	**73**	**608**	**96**	**470**	**566**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			-459	-59	-8	-67	-11	-52	-63				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-459	-59	-8	-67	-11	-52	-63				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			-116	-15	-2	-17	-3	-13	-16				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-116	-15	-2	-17	-3	-13	-16				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				461	63	524	82	405	487				
Total External Trips			**3,563**	**461**	**63**	**524**	**82**	**405**	**487**				
New External Trips Percent of Total Project Trips			86%	86%	86%	86%	85%	86%	86%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			517	67	9	76	12	59	71				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			517	67	9	76	12	59	71				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 303

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	461	0	461	143	0	0	82	0	82	25	0	0	1782	0	1782	267	0	0
Exit	63	0	63	14	0	0	405	0	405	93	0	0	1782	0	1782	392	0	0
Total	524	0	524				487	0	487				3564	0	3564			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	8	0	0	0	0	0	36	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	461	0	0	461	82	0	0	82	1782	0	0	1782
Exit	63	0	0	63	405	0	0	405	1782	0	0	1782
Total	524	0	0	524	487	0	0	487	3564	0	0	3564
Single-Use Trip Gen.	524	0	0	524	487	0	0	487	3564	0	0	3564
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 304

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	3.4 KSF	ITE (820)	749	13	8	21	32	34	66	61%	39%	49%	51%
Office	108.7 KSF	ITE (710)	1,423	177	24	201	28	134	162	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,172**	**190**	**32**	**222**	**60**	**168**	**228**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-16	0	0	0	0	-1	-1				
Office (-11.1%)			-158	-19	-3	-22	-3	-15	-18				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-174	-19	-3	-22	-3	-16	-19				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-87	-1	-1	-2	-4	-4	-8				
Office (-2.8%)			-40	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-127	-6	-2	-8	-5	-8	-13				
Internal Trips Within This Block			-46	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				12	7	19	27	28	55				
Office and Light Industrial				153	20	173	23	114	137				
Total External Trips			**1,825**	**165**	**27**	**192**	**50**	**142**	**192**				
New External Trips Percent of Total Project Trips			84%	87%	84%	86%	83%	85%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			19	1	0	1	1	1	2				
Office (12.5%)			178	22	3	25	3	17	20				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			197	23	3	26	4	18	22				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 304

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	153	0	153	47	0	0	24	1	23	7	1	1	613	10	603	92	10	10
Exit	20	0	20	5	0	0	115	1	114	26	1	1	613	13	600	135	13	13
Total	173	0	173				139	2	137				1226	23	1203			
	100%	0%	100%				100%	1%	99%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	0	12	1	0	0	28	1	27	3	0	0	323	13	310	29	0	0
Exit	7	0	7	1	0	0	29	1	28	3	0	0	323	10	313	36	0	0
Total	19	0	19				57	2	55				646	23	623			
	100%	0%	100%				100%	4%	96%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	153	12	0	165	23	27	0	50	603	310	0	913
Exit	20	7	0	27	114	28	0	142	600	313	0	913
Total	173	19	0	192	137	55	0	192	1203	623	0	1826
Single-Use Trip Gen.	173	19	0	192	139	57	0	196	1226	646	0	1872
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 305

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	3.0 KSF	ITE (820)	698	12	8	20	30	31	61	61%	39%	49%	51%
Office	97.6 KSF	ITE (710)	1,309	162	22	184	25	120	145	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,007**	**174**	**30**	**204**	**55**	**151**	**206**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			-145	-18	-2	-20	-3	-13	-16				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-160	-18	-2	-20	-3	-14	-17				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-81	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-37	-4	-1	-5	-1	-3	-4				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-118	-5	-2	-7	-4	-7	-11				
Internal Trips Within This Block			-42	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				11	7	18	26	25	51				
Office and Light Industrial				140	19	159	20	103	123				
Total External Trips			**1,687**	**151**	**26**	**177**	**46**	**128**	**174**				
New External Trips Percent of Total Project Trips			84%	87%	87%	87%	84%	85%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			18	1	0	1	1	1	2				
Office (12.5%)			164	20	3	23	3	15	18				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			182	21	3	24	4	16	20				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 305

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	140	0	140	43	0	0	21	1	20	7	1	1	564	9	555	85	9	9
Exit	19	0	19	4	0	0	104	1	103	24	1	1	564	12	552	124	12	12
Total	159	0	159				125	2	123				1128	21	1107			
	100%	0%	100%				100%	2%	98%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	0	11	1	0	0	27	1	26	2	0	0	301	12	289	27	0	0
Exit	7	0	7	1	0	0	26	1	25	3	0	0	301	9	292	33	0	0
Total	18	0	18				53	2	51				602	21	581			
	100%	0%	100%				100%	4%	96%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	11	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	140	11	0	151	20	26	0	46	555	289	0	844
Exit	19	7	0	26	103	25	0	128	552	292	0	844
Total	159	18	0	177	123	51	0	174	1107	581	0	1688
Single-Use Trip Gen.	159	18	0	177	125	53	0	178	1128	602	0	1730
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 306

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	2.9 KSF	ITE (820)	686	12	7	19	29	31	60	61%	39%	49%	51%
Office	95.0 KSF	ITE (710)	1,283	158	22	180	24	118	142	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,969**	**170**	**29**	**199**	**53**	**149**	**202**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			-142	-18	-2	-20	-3	-13	-16				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-157	-18	-2	-20	-3	-14	-17				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-80	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-36	-4	-1	-5	-1	-3	-4				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-116	-5	-2	-7	-4	-7	-11				
Internal Trips Within This Block			-42	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				11	6	17	25	25	50				
Office and Light Industrial				136	19	155	19	101	120				
Total External Trips			**1,654**	**147**	**25**	**172**	**44**	**126**	**170**				
New External Trips Percent of Total Project Trips			84%	86%	86%	86%	83%	85%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			18	0	0	0	1	1	2				
Office (12.5%)			160	20	3	23	3	15	18				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			178	20	3	23	4	16	20				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 306

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	136	0	136	42	0	0	20	1	19	6	1	1	553	9	544	83	9	9
Exit	19	0	19	4	0	0	102	1	101	23	1	1	553	12	541	122	12	12
Total	155	0	155				122	2	120				1106	21	1085			
	100%	0%	100%				100%	2%	98%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	0	11	1	0	0	26	1	25	2	0	0	296	12	284	27	0	0
Exit	6	0	6	1	0	0	26	1	25	3	0	0	296	9	287	33	0	0
Total	17	0	17				52	2	50				592	21	571			
	100%	0%	100%				100%	4%	96%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	11	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	136	11	0	147	19	25	0	44	544	284	0	828
Exit	19	6	0	25	101	25	0	126	541	287	0	828
Total	155	17	0	172	120	50	0	170	1085	571	0	1656
Single-Use Trip Gen.	155	17	0	172	122	52	0	174	1106	592	0	1698
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 307

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	2.7 KSF	ITE (820)	650	11	7	18	28	29	57	61%	39%	49%	51%
Office	87.5 KSF	ITE (710)	1,204	149	20	169	22	108	130	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,854**	**160**	**27**	**187**	**50**	**137**	**187**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			-134	-17	-2	-19	-2	-12	-14				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-148	-17	-2	-19	-2	-13	-15				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-75	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-34	-4	-1	-5	-1	-3	-4				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-109	-5	-2	-7	-4	-7	-11				
Internal Trips Within This Block			-38	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				10	6	16	24	23	47				
Office and Light Industrial				128	17	145	18	92	110				
Total External Trips			**1,559**	**138**	**23**	**161**	**42**	**115**	**157**				
New External Trips Percent of Total Project Trips			84%	86%	85%	86%	84%	84%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			17	0	0	0	0	1	1				
Office (12.5%)			151	18	3	21	3	13	16				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			168	18	3	21	3	14	17				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 307

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	128	0	128	40	0	0	19	1	18	6	1	1	518	8	510	78	8	8
Exit	17	0	17	4	0	0	93	1	92	21	1	1	518	11	507	114	11	11
Total	145	0	145				112	2	110				1036	19	1017			
	100%	0%	100%				100%	2%	98%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	10	0	10	1	0	0	25	1	24	2	0	0	281	11	270	25	0	0
Exit	6	0	6	1	0	0	24	1	23	3	0	0	281	8	273	31	0	0
Total	16	0	16				49	2	47				562	19	543			
	100%	0%	100%				100%	4%	96%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	128	10	0	138	18	24	0	42	510	270	0	780
Exit	17	6	0	23	92	23	0	115	507	273	0	780
Total	145	16	0	161	110	47	0	157	1017	543	0	1560
Single-Use Trip Gen.	145	16	0	161	112	49	0	161	1036	562	0	1598
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 308

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	3.0 KSF	ITE (820)	694	12	7	19	30	31	61	61%	39%	49%	51%
Office	96.8 KSF	ITE (710)	1,301	161	22	183	24	120	144	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,995**	**173**	**29**	**202**	**54**	**151**	**205**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			-144	-18	-2	-20	-3	-13	-16				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-159	-18	-2	-20	-3	-14	-17				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-81	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-36	-4	-1	-5	-1	-3	-4				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-117	-5	-2	-7	-4	-7	-11				
Internal Trips Within This Block			-42	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				11	6	17	26	25	51				
Office and Light Industrial				139	19	158	19	103	122				
Total External Trips			**1,677**	**150**	**25**	**175**	**45**	**128**	**173**				
New External Trips Percent of Total Project Trips			84%	87%	86%	87%	83%	85%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			18	0	0	0	1	1	2				
Office (12.5%)			163	20	3	23	3	15	18				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			181	20	3	23	4	16	20				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 308

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	139	0	139	43	0	0	20	1	19	6	1	1	561	9	552	84	9	9
Exit	19	0	19	4	0	0	104	1	103	24	1	1	561	12	549	123	12	12
Total	158	0	158				124	2	122				1122	21	1101			
	100%	0%	100%				100%	2%	98%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	0	11	1	0	0	27	1	26	2	0	0	299	12	287	27	0	0
Exit	6	0	6	1	0	0	26	1	25	3	0	0	299	9	290	33	0	0
Total	17	0	17				53	2	51				598	21	577			
	100%	0%	100%				100%	4%	96%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	11	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	139	11	0	150	19	26	0	45	552	287	0	839
Exit	19	6	0	25	103	25	0	128	549	290	0	839
Total	158	17	0	175	122	51	0	173	1101	577	0	1678
Single-Use Trip Gen.	158	17	0	175	124	53	0	177	1122	598	0	1720
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 309

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	3.4 KSF	ITE (820)	747	13	8	21	32	33	65	61%	39%	49%	51%
Office	108.3 KSF	ITE (710)	1,419	176	24	200	27	134	161	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,166**	**189**	**32**	**221**	**59**	**167**	**226**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-16	0	0	0	0	-1	-1				
Office (-11.1%)			-158	-19	-3	-22	-3	-15	-18				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-174	-19	-3	-22	-3	-16	-19				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-87	-1	-1	-2	-4	-4	-8				
Office (-2.8%)			-40	-5	-1	-6	-1	-4	-5				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-127	-6	-2	-8	-5	-8	-13				
Internal Trips Within This Block			-46	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				12	7	19	27	27	54				
Office and Light Industrial				152	20	172	22	114	136				
Total External Trips			**1,819**	**164**	**27**	**191**	**49**	**141**	**190**				
New External Trips Percent of Total Project Trips			84%	87%	84%	86%	83%	84%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			19	1	0	1	1	1	2				
Office (12.5%)			177	22	3	25	3	17	20				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			196	23	3	26	4	18	22				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 309

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	152	0	152	47	0	0	23	1	22	7	1	1	611	10	601	92	10	10
Exit	20	0	20	5	0	0	115	1	114	26	1	1	611	13	598	134	13	13
Total	172	0	172				138	2	136				1222	23	1199			
	100%	0%	100%				100%	1%	99%				100%	2%	98%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	0	12	1	0	0	28	1	27	3	0	0	322	13	309	29	0	0
Exit	7	0	7	1	0	0	28	1	27	3	0	0	322	10	312	35	0	0
Total	19	0	19				56	2	54				644	23	621			
	100%	0%	100%				100%	4%	96%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	12	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	152	12	0	164	22	27	0	49	601	309	0	910
Exit	20	7	0	27	114	27	0	141	598	312	0	910
Total	172	19	0	191	136	54	0	190	1199	621	0	1820
Single-Use Trip Gen.	172	19	0	191	138	56	0	194	1222	644	0	1866
INTERNAL CAPTURE				**0%**				**2%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 310

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	58.0 KSF	ITE (820)	4,766	68	44	112	217	225	442	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,766**	**68**	**44**	**112**	**217**	**225**	**442**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-105	-1	-1	-2	-5	-5	-10				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-105	-1	-1	-2	-5	-5	-10				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-553	-8	-5	-13	-25	-26	-51				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-553	-8	-5	-13	-25	-26	-51				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				59	38	97	187	194	381				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**4,108**	**59**	**38**	**97**	**187**	**194**	**381**				
New External Trips Percent of Total Project Trips			86%	87%	86%	87%	86%	86%	86%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			124	2	1	3	5	6	11				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			124	2	1	3	5	6	11				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 310

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	62	0
Exit	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	82	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	59	0	59	5	0	0	187	0	187	17	0	0	2054	0	2054	185	0	0
Exit	38	0	38	5	0	0	194	0	194	23	0	0	2054	0	2054	226	0	0
Total	97	0	97				381	0	381				4108	0	4108			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	59	0	59	0	187	0	187	0	2054	0	2054
Exit	0	38	0	38	0	194	0	194	0	2054	0	2054
Total	0	97	0	97	0	381	0	381	0	4108	0	4108
Single-Use Trip Gen.	0	97	0	97	0	381	0	381	0	4108	0	4108
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 311

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	49 Units	ITE (230)	346	5	24	29	22	11	33	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			346	5	24	29	22	11	33				
Retail	2.4 KSF	ITE (820)	601	10	7	17	25	27	52	61%	39%	49%	51%
Office	24.0 KSF	ITE (710)	444	53	7	60	6	30	36	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,391**	**68**	**38**	**106**	**53**	**68**	**121**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-9	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-13	0	0	0	0	-1	-1				
Office (-11.1%)			-49	-6	-1	-7	-1	-3	-4				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-71	-6	-2	-8	-2	-4	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-33	0	-2	-2	-2	-1	-3				
Retail (-11.6%)			-70	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			-12	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-115	-3	-3	-6	-5	-5	-10				
Internal Trips Within This Block			-146	-2	-2	-4	-6	-6	-12				
New External Trips													
Residential				4	20	24	16	8	24				
Retail				8	5	13	20	19	39				
Office and Light Industrial				45	6	51	4	26	30				
Total External Trips			**1,059**	**57**	**31**	**88**	**40**	**53**	**93**				
New External Trips Percent of Total Project Trips			76%	84%	82%	83%	75%	78%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			11	0	1	1	1	0	1				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			56	7	1	8	1	4	5				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			83	7	2	9	2	5	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 311

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	45	0	45	14	0	0	5	1	4	2	1	1	192	8	184	29	8	8
Exit	6	0	6	1	0	0	26	0	26	6	0	0	192	14	178	42	10	10
Total	51	0	51				31	1	30				384	22	362			
	100%	0%	100%				100%	3%	97%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	11	1	22	2	20	2	5	2	259	33	226	23	58	23
Exit	6	1	5	1	2	1	23	4	19	3	6	3	259	36	223	28	50	28
Total	15	2	13				45	6	39				518	69	449			
	100%	13%	87%				100%	13%	87%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	19	3	16	0	1	0	152	32	120	6	4	4
Exit	21	1	20	0	0	0	10	2	8	0	0	0	152	23	129	0	0	0
Total	26	2	24				29	5	24				304	55	249			
	100%	8%	92%				100%	17%	83%				100%	18%	82%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	45	8	4	57	4	20	16	40	184	226	120	530
Exit	6	5	20	31	26	19	8	53	178	223	129	530
Total	51	13	24	88	30	39	24	93	362	449	249	1060
Single-Use Trip Gen.	51	15	26	92	31	45	29	105	384	518	304	1206
INTERNAL CAPTURE				**4%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 312

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	48 Units	ITE (230)	340	5	24	29	22	11	33	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			340	5	24	29	22	11	33				
Retail	2.4 KSF	ITE (820)	598	10	7	17	25	27	52	61%	39%	49%	51%
Office	23.8 KSF	ITE (710)	442	53	7	60	6	29	35	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,380**	**68**	**38**	**106**	**53**	**67**	**120**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-9	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-13	0	0	0	0	-1	-1				
Office (-11.1%)			-49	-6	-1	-7	-1	-3	-4				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-71	-6	-2	-8	-2	-4	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-33	0	-2	-2	-2	-1	-3				
Retail (-11.6%)			-69	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			-12	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-114	-3	-3	-6	-5	-5	-10				
Internal Trips Within This Block			-146	-2	-2	-4	-6	-6	-12				
New External Trips													
Residential				4	20	24	16	8	24				
Retail				8	5	13	20	19	39				
Office and Light Industrial				45	6	51	4	25	29				
Total External Trips			**1,049**	**57**	**31**	**88**	**40**	**52**	**92**				
New External Trips Percent of Total Project Trips			76%	84%	82%	83%	75%	78%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			11	0	1	1	1	0	1				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			55	7	1	8	1	3	4				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			82	7	2	9	2	4	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 312

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	45	0	45	14	0	0	5	1	4	2	1	1	191	8	183	29	8	8
Exit	6	0	6	1	0	0	25	0	25	6	0	0	191	14	177	42	10	10
Total	51	0	51				30	1	29				382	22	360			
	100%	0%	100%				100%	3%	97%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	11	1	22	2	20	2	5	2	258	33	225	23	57	23
Exit	6	1	5	1	2	1	23	4	19	3	6	3	258	36	222	28	49	28
Total	15	2	13				45	6	39				516	69	447			
	100%	13%	87%				100%	13%	87%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	19	3	16	0	1	0	149	32	117	6	4	4
Exit	21	1	20	0	0	0	10	2	8	0	0	0	149	23	126	0	0	0
Total	26	2	24				29	5	24				298	55	243			
	100%	8%	92%				100%	17%	83%				100%	18%	82%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	45	8	4	57	4	20	16	40	183	225	117	525
Exit	6	5	20	31	25	19	8	52	177	222	126	525
Total	51	13	24	88	29	39	24	92	360	447	243	1050
Single-Use Trip Gen.	51	15	26	92	30	45	29	104	382	516	298	1196
INTERNAL CAPTURE				**4%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 313

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	50 Units	ITE (230)	352	5	25	30	23	11	34	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			352	5	25	30	23	11	34				
Retail	2.5 KSF	ITE (820)	614	10	7	17	26	27	53	61%	39%	49%	51%
Office	24.8 KSF	ITE (710)	455	54	7	61	6	31	37	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,421**	**69**	**39**	**108**	**55**	**69**	**124**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-9	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			-51	-6	-1	-7	-1	-3	-4				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-74	-6	-2	-8	-2	-4	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-34	0	-2	-2	-2	-1	-3				
Retail (-11.6%)			-71	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			-13	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-118	-3	-3	-6	-5	-5	-10				
Internal Trips Within This Block			-152	-2	-2	-4	-6	-6	-12				
New External Trips													
Residential				4	21	25	17	8	25				
Retail				8	5	13	21	19	40				
Office and Light Industrial				46	6	52	4	27	31				
Total External Trips			**1,077**	**58**	**32**	**90**	**42**	**54**	**96**				
New External Trips Percent of Total Project Trips			76%	84%	82%	83%	76%	78%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			11	0	1	1	1	0	1				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			57	7	1	8	1	4	5				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			84	7	2	9	2	5	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 313

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	46	0	46	14	0	0	5	1	4	2	1	1	196	8	188	29	8	8
Exit	6	0	6	1	0	0	27	0	27	6	0	0	196	15	181	43	11	11
Total	52	0	52				32	1	31				392	23	369			
	100%	0%	100%				100%	3%	97%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	12	1	23	2	21	2	5	2	265	35	230	24	59	24
Exit	6	1	5	1	2	1	23	4	19	3	6	3	265	37	228	29	51	29
Total	15	2	13				46	6	40				530	72	458			
	100%	13%	87%				100%	13%	87%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	20	3	17	0	1	0	155	33	122	6	4	4
Exit	22	1	21	0	0	0	10	2	8	0	0	0	155	24	131	0	0	0
Total	27	2	25				30	5	25				310	57	253			
	100%	7%	93%				100%	17%	83%				100%	18%	82%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	46	8	4	58	4	21	17	42	188	230	122	540
Exit	6	5	21	32	27	19	8	54	181	228	131	540
Total	52	13	25	90	31	40	25	96	369	458	253	1080
Single-Use Trip Gen.	52	15	27	94	32	46	30	108	392	530	310	1232
INTERNAL CAPTURE				**4%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 314

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	50 Units	ITE (230)	352	5	25	30	23	11	34	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			352	5	25	30	23	11	34				
Retail	2.5 KSF	ITE (820)	615	10	7	17	26	28	54	61%	39%	49%	51%
Office	24.9 KSF	ITE (710)	457	55	7	62	6	31	37	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,424**	**70**	**39**	**109**	**55**	**70**	**125**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-9	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			-51	-6	-1	-7	-1	-3	-4				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-74	-6	-2	-8	-2	-4	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-34	0	-2	-2	-2	-1	-3				
Retail (-11.6%)			-71	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			-13	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-118	-3	-3	-6	-5	-5	-10				
Internal Trips Within This Block			-152	-2	-2	-4	-6	-6	-12				
New External Trips													
Residential				4	21	25	17	8	25				
Retail				8	5	13	21	20	41				
Office and Light Industrial				47	6	53	4	27	31				
Total External Trips			**1,080**	**59**	**32**	**91**	**42**	**55**	**97**				
New External Trips Percent of Total Project Trips			76%	84%	82%	83%	76%	79%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			11	0	1	1	1	0	1				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			57	7	1	8	1	4	5				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			84	7	2	9	2	5	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 314

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	47	0	47	15	0	0	5	1	4	2	1	1	197	8	189	30	8	8
Exit	6	0	6	1	0	0	27	0	27	6	0	0	197	15	182	43	11	11
Total	53	0	53				32	1	31				394	23	371			
	100%	0%	100%				100%	3%	97%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	12	1	23	2	21	2	5	2	265	35	230	24	59	24
Exit	6	1	5	1	2	1	24	4	20	3	6	3	265	37	228	29	51	29
Total	15	2	13				47	6	41				530	72	458			
	100%	13%	87%				100%	13%	87%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	20	3	17	0	1	0	155	33	122	6	4	4
Exit	22	1	21	0	0	0	10	2	8	0	0	0	155	24	131	0	0	0
Total	27	2	25				30	5	25				310	57	253			
	100%	7%	93%				100%	17%	83%				100%	18%	82%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	47	8	4	59	4	21	17	42	189	230	122	541
Exit	6	5	21	32	27	20	8	55	182	228	131	541
Total	53	13	25	91	31	41	25	97	371	458	253	1082
Single-Use Trip Gen.	53	15	27	95	32	47	30	109	394	530	310	1234
INTERNAL CAPTURE				**4%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 315

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	56 Units	ITE (230)	388	5	27	32	25	12	37	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			388	5	27	32	25	12	37				
Retail	2.8 KSF	ITE (820)	661	12	7	19	28	30	58	61%	39%	49%	51%
Office	27.8 KSF	ITE (710)	498	59	8	67	7	34	41	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,547**	**76**	**42**	**118**	**60**	**76**	**136**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-10	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			-55	-6	-1	-7	-1	-4	-5				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-80	-6	-2	-8	-2	-5	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-37	0	-3	-3	-2	-1	-3				
Retail (-11.6%)			-77	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-14	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-128	-3	-4	-7	-5	-6	-11				
Internal Trips Within This Block			-162	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				4	22	26	19	9	28				
Retail				10	5	15	22	21	43				
Office and Light Industrial				51	7	58	5	28	33				
Total External Trips			**1,177**	**65**	**34**	**99**	**46**	**58**	**104**				
New External Trips Percent of Total Project Trips			76%	86%	81%	84%	77%	76%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			12	0	1	1	1	0	1				
Retail (2.6%)			17	0	0	0	1	1	2				
Office (12.5%)			62	7	1	8	1	4	5				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			91	7	2	9	3	5	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 315

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	51	0	51	16	0	0	6	1	5	2	1	1	215	9	206	32	9	9
Exit	7	0	7	2	0	0	29	1	28	7	1	1	215	15	200	47	11	11
Total	58	0	58				35	2	33				430	24	406			
	100%	0%	100%				100%	6%	94%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	12	1	25	3	22	2	6	2	285	37	248	26	65	26
Exit	6	1	5	1	2	1	25	4	21	3	7	3	285	40	245	31	56	31
Total	17	2	15				50	7	43				570	77	493			
	100%	12%	88%				100%	14%	86%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	22	3	19	0	1	0	171	35	136	7	4	4
Exit	23	1	22	0	0	0	11	2	9	0	0	0	171	26	145	0	0	0
Total	28	2	26				33	5	28				342	61	281			
	100%	7%	93%				100%	15%	85%				100%	18%	82%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	51	10	4	65	5	22	19	46	206	248	136	590
Exit	7	5	22	34	28	21	9	58	200	245	145	590
Total	58	15	26	99	33	43	28	104	406	493	281	1180
Single-Use Trip Gen.	58	17	28	103	35	50	33	118	430	570	342	1342
INTERNAL CAPTURE				**4%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 316

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	58 Units	ITE (230)	400	6	27	33	25	13	38	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			400	6	27	33	25	13	38				
Retail	2.9 KSF	ITE (820)	674	12	7	19	29	30	59	61%	39%	49%	51%
Office	28.6 KSF	ITE (710)	509	61	8	69	7	36	43	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,583**	**79**	**42**	**121**	**61**	**79**	**140**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-10	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			-56	-7	-1	-8	-1	-4	-5				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-81	-7	-2	-9	-2	-5	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-38	-1	-2	-3	-2	-1	-3				
Retail (-11.6%)			-78	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-14	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-130	-4	-3	-7	-5	-6	-11				
Internal Trips Within This Block			-166	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				4	23	27	19	10	29				
Retail				10	5	15	23	21	44				
Office and Light Industrial				52	7	59	5	30	35				
Total External Trips			**1,206**	**66**	**35**	**101**	**47**	**61**	**108**				
New External Trips Percent of Total Project Trips			76%	84%	83%	83%	77%	77%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			13	0	1	1	1	0	1				
Retail (2.6%)			18	0	0	0	1	1	2				
Office (12.5%)			64	8	1	9	1	4	5				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			95	8	2	10	3	5	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 316

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	52	0	52	16	0	0	6	1	5	2	1	1	220	9	211	33	9	9
Exit	7	0	7	2	0	0	31	1	30	7	1	1	220	16	204	48	12	12
Total	59	0	59				37	2	35				440	25	415			
	100%	0%	100%				100%	5%	95%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	13	1	26	3	23	2	6	2	291	38	253	26	67	26
Exit	6	1	5	1	2	1	25	4	21	3	7	3	291	41	250	32	58	32
Total	17	2	15				51	7	44				582	79	503			
	100%	12%	88%				100%	14%	86%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	22	3	19	0	1	0	176	36	140	7	4	4
Exit	24	1	23	0	0	0	12	2	10	0	0	0	176	26	150	0	0	0
Total	29	2	27				34	5	29				352	62	290			
	100%	7%	93%				100%	15%	85%				100%	18%	82%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	52	10	4	66	5	23	19	47	211	253	140	604
Exit	7	5	23	35	30	21	10	61	204	250	150	604
Total	59	15	27	101	35	44	29	108	415	503	290	1208
Single-Use Trip Gen.	59	17	29	105	37	51	34	122	440	582	352	1374
INTERNAL CAPTURE				**4%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 317

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	73 Units	ITE (230)	489	7	33	40	31	15	46	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			489	7	33	40	31	15	46				
Retail	2.5 KSF	ITE (820)	616	10	7	17	26	28	54	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,105**	**17**	**40**	**57**	**57**	**43**	**100**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-13	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-27	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-47	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-71	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-118	-2	-3	-5	-6	-4	-10				
Internal Trips Within This Block			-106	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				5	29	34	24	12	36				
Retail				8	5	13	21	21	42				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**854**	**13**	**34**	**47**	**45**	**33**	**78**				
New External Trips Percent of Total Project Trips			77%	76%	85%	82%	79%	77%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			16	0	2	2	1	1	2				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			32	0	2	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 317

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	16	1	23	2	21	2	7	2	266	24	242	24	82	24
Exit	6	1	5	1	2	1	24	3	21	3	8	3	266	29	237	29	71	29
Total	15	2	13				47	5	42				532	53	479			
	100%	13%	87%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	27	3	24	1	0	0	215	29	186	9	0	0
Exit	30	1	29	0	0	0	14	2	12	0	0	0	215	24	191	0	0	0
Total	36	2	34				41	5	36				430	53	377			
	100%	6%	94%				100%	12%	88%				100%	12%	88%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	8	5	13	0	21	24	45	0	242	186	428
Exit	0	5	29	34	0	21	12	33	0	237	191	428
Total	0	13	34	47	0	42	36	78	0	479	377	856
Single-Use Trip Gen.	0	15	36	51	0	47	41	88	0	532	430	962
INTERNAL CAPTURE				**8%**				**11%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 318

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	70 Units	ITE (230)	472	7	32	39	30	15	45	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			472	7	32	39	30	15	45				
Retail	2.4 KSF	ITE (820)	596	10	7	17	25	27	52	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,068**	**17**	**39**	**56**	**55**	**42**	**97**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-12	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-13	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-25	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-45	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-69	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-114	-2	-3	-5	-6	-4	-10				
Internal Trips Within This Block			-102	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				5	28	33	23	12	35				
Retail				8	5	13	20	20	40				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**827**	**13**	**33**	**46**	**43**	**32**	**75**				
New External Trips Percent of Total Project Trips			77%	76%	85%	82%	78%	76%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			15	0	2	2	1	1	2				
Retail (2.6%)			15	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			30	0	2	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 318

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	15	1	22	2	20	2	7	2	257	23	234	23	79	23
Exit	6	1	5	1	2	1	23	3	20	3	8	3	257	28	229	28	69	28
Total	15	2	13				45	5	40				514	51	463			
	100%	13%	87%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	26	3	23	1	0	0	208	28	180	8	0	0
Exit	29	1	28	0	0	0	14	2	12	0	0	0	208	23	185	0	0	0
Total	35	2	33				40	5	35				416	51	365			
	100%	6%	94%				100%	13%	88%				100%	12%	88%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	8	5	13	0	20	23	43	0	234	180	414
Exit	0	5	28	33	0	20	12	32	0	229	185	414
Total	0	13	33	46	0	40	35	75	0	463	365	828
Single-Use Trip Gen.	0	15	35	50	0	45	40	85	0	514	416	930
INTERNAL CAPTURE				**8%**				**12%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 319

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	123 Units	ITE (230)	770	10	51	61	48	23	71	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			770	10	51	61	48	23	71				
Retail	4.2 KSF	ITE (820)	864	15	9	24	37	39	76	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,634**	**25**	**60**	**85**	**85**	**62**	**147**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-20	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-19	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-39	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-74	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-100	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-174	-3	-5	-8	-8	-7	-15				
Internal Trips Within This Block			-150	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				8	44	52	39	17	56				
Retail				11	7	18	29	29	58				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,271**	**19**	**51**	**70**	**68**	**46**	**114**				
New External Trips Percent of Total Project Trips			78%	76%	85%	82%	80%	74%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			25	0	3	3	2	1	3				
Retail (2.6%)			22	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			47	1	3	4	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 319

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	1	11	1	24	1	32	3	29	3	11	3	373	34	339	34	128	34
Exit	8	1	7	1	3	1	33	4	29	4	13	4	373	41	332	41	112	41
Total	20	2	18				65	7	58				746	75	671			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	43	4	39	1	0	0	338	41	297	14	0	0
Exit	45	1	44	0	0	0	20	3	17	0	0	0	338	34	304	0	0	0
Total	54	2	52				63	7	56				676	75	601			
	100%	4%	96%				100%	11%	89%				100%	11%	89%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	11	8	19	0	29	39	68	0	339	297	636
Exit	0	7	44	51	0	29	17	46	0	332	304	636
Total	0	18	52	70	0	58	56	114	0	671	601	1272
Single-Use Trip Gen.	0	20	54	74	0	65	63	128	0	746	676	1422
INTERNAL CAPTURE				**5%**				**11%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 320

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	106 Units	ITE (230)	677	9	45	54	42	21	63	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			677	9	45	54	42	21	63				
Retail	3.6 KSF	ITE (820)	783	13	9	22	34	35	69	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,460**	**22**	**54**	**76**	**76**	**56**	**132**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-18	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-17	0	0	0	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-35	0	-2	-2	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-65	-1	-3	-4	-3	-2	-5				
Retail (-11.6%)			-91	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-156	-3	-4	-7	-7	-6	-13				
Internal Trips Within This Block			-134	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				7	39	46	34	15	49				
Retail				10	7	17	26	26	52				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,135**	**17**	**46**	**63**	**60**	**41**	**101**				
New External Trips Percent of Total Project Trips			78%	77%	85%	83%	79%	73%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			22	0	2	2	1	1	2				
Retail (2.6%)			20	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			42	1	2	3	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 320

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	21	1	29	3	26	3	10	3	338	30	308	30	113	30
Exit	8	1	7	1	2	1	30	4	26	4	12	4	338	37	301	37	98	37
Total	19	2	17				59	7	52				676	67	609			
	100%	11%	89%				100%	12%	88%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	8	1	7	0	0	0	38	4	34	1	0	0	297	37	260	12	0	0
Exit	40	1	39	0	0	0	18	3	15	0	0	0	297	30	267	0	0	0
Total	48	2	46				56	7	49				594	67	527			
	100%	4%	96%				100%	13%	88%				100%	11%	89%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	10	7	17	0	26	34	60	0	308	260	568
Exit	0	7	39	46	0	26	15	41	0	301	267	568
Total	0	17	46	63	0	52	49	101	0	609	527	1136
Single-Use Trip Gen.	0	19	48	67	0	59	56	115	0	676	594	1270
INTERNAL CAPTURE				**6%**				**12%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 321

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	133 Units	ITE (230)	824	11	54	65	51	25	76	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			824	11	54	65	51	25	76				
Retail	4.5 KSF	ITE (820)	909	15	10	25	39	41	80	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,733**	**26**	**64**	**90**	**90**	**66**	**156**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-21	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-20	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-41	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-79	-1	-4	-5	-5	-2	-7				
Retail (-11.6%)			-105	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-184	-3	-5	-8	-9	-7	-16				
Internal Trips Within This Block			-156	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				9	47	56	41	19	60				
Retail				11	8	19	31	31	62				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,352**	**20**	**55**	**75**	**72**	**50**	**122**				
New External Trips Percent of Total Project Trips			78%	77%	86%	83%	80%	76%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			26	1	2	3	2	1	3				
Retail (2.6%)			24	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			50	2	2	4	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 321

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	16	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	1	11	1	25	1	34	3	31	3	12	3	392	35	357	35	138	35
Exit	9	1	8	1	3	1	35	4	31	4	14	4	392	43	349	43	119	43
Total	21	2	19				69	7	62				784	78	706			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	10	1	9	0	0	0	45	4	41	1	0	0	362	43	319	14	0	0
Exit	48	1	47	0	0	0	22	3	19	0	0	0	362	35	327	0	0	0
Total	58	2	56				67	7	60				724	78	646			
	100%	3%	97%				100%	10%	90%				100%	11%	89%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	11	9	20	0	31	41	72	0	357	319	676
Exit	0	8	47	55	0	31	19	50	0	349	327	676
Total	0	19	56	75	0	62	60	122	0	706	646	1352
Single-Use Trip Gen.	0	21	58	79	0	69	67	136	0	784	724	1508
INTERNAL CAPTURE				**5%**				**10%**				**10%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 322

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	142 Units	ITE (230)	873	12	56	68	54	26	80	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			873	12	56	68	54	26	80				
Retail	4.8 KSF	ITE (820)	947	16	10	26	41	43	84	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,820**	**28**	**66**	**94**	**95**	**69**	**164**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-23	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-21	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-44	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-84	-1	-4	-5	-5	-2	-7				
Retail (-11.6%)			-110	-2	-1	-3	-5	-5	-10				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-194	-3	-5	-8	-10	-7	-17				
Internal Trips Within This Block			-164	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				10	49	59	44	20	64				
Retail				12	8	20	32	33	65				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,418**	**22**	**57**	**79**	**76**	**53**	**129**				
New External Trips Percent of Total Project Trips			78%	79%	86%	84%	80%	77%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			28	1	2	3	2	1	3				
Retail (2.6%)			25	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			53	2	2	4	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 322

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	16	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	13	1	12	1	27	1	35	3	32	3	12	3	408	37	371	37	146	37
Exit	9	1	8	1	3	1	37	4	33	4	15	4	408	45	363	45	126	45
Total	22	2	20				72	7	65				816	82	734			
	100%	9%	91%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	11	1	10	0	0	0	48	4	44	1	0	0	383	45	338	15	0	0
Exit	50	1	49	0	0	0	23	3	20	0	0	0	383	37	346	0	0	0
Total	61	2	59				71	7	64				766	82	684			
	100%	3%	97%				100%	10%	90%				100%	11%	89%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	12	10	22	0	32	44	76	0	371	338	709
Exit	0	8	49	57	0	33	20	53	0	363	346	709
Total	0	20	59	79	0	65	64	129	0	734	684	1418
Single-Use Trip Gen.	0	22	61	83	0	72	71	143	0	816	766	1582
INTERNAL CAPTURE				**5%**				**10%**				**10%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 323

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	13 Units	ITE (230)	109	2	8	10	7	4	11	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			109	2	8	10	7	4	11				
Retail	0.4 KSF	ITE (820)	198	4	2	6	8	9	17	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**307**	**6**	**10**	**16**	**15**	**13**	**28**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-3	0	0	0	0	0	0				
Retail (-2.2%)			-4	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-7	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-10	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-23	-1	0	-1	-1	-1	-2				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-33	-1	-1	-2	-2	-1	-3				
Internal Trips Within This Block			-34	0	0	0	-2	-2	-4				
New External Trips													
Residential				2	7	9	5	3	8				
Retail				3	2	5	6	7	13				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**233**	**5**	**9**	**14**	**11**	**10**	**21**				
New External Trips Percent of Total Project Trips			76%	83%	90%	88%	73%	77%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			3	0	0	0	0	0	0				
Retail (2.6%)			5	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			8	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 323

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	3	0	3	0	4	0	7	1	6	1	2	1	86	8	78	8	18	8
Exit	2	0	2	0	1	0	8	1	7	1	2	1	86	9	77	9	16	9
Total	5	0	5				15	2	13				172	17	155			
	100%	0%	100%				100%	13%	87%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	0	2	0	0	0	6	1	5	0	0	0	48	9	39	2	0	0
Exit	7	0	7	0	0	0	4	1	3	0	0	0	48	8	40	0	0	0
Total	9	0	9				10	2	8				96	17	79			
	100%	0%	100%				100%	20%	80%				100%	18%	82%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	3	2	5	0	6	5	11	0	78	39	117
Exit	0	2	7	9	0	7	3	10	0	77	40	117
Total	0	5	9	14	0	13	8	21	0	155	79	234
Single-Use Trip Gen.	0	5	9	14	0	15	10	25	0	172	96	268
INTERNAL CAPTURE				**0%**				**16%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 324

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	58 Units	ITE (230)	400	6	27	33	25	13	38	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			400	6	27	33	25	13	38				
Retail	2.0 KSF	ITE (820)	530	9	6	15	23	23	46	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**930**	**15**	**33**	**48**	**48**	**36**	**84**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-10	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-12	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-22	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-38	-1	-2	-3	-2	-1	-3				
Retail (-11.6%)			-61	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-99	-2	-3	-5	-4	-4	-8				
Internal Trips Within This Block			-92	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				4	23	27	20	10	30				
Retail				7	4	11	19	17	36				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**717**	**11**	**27**	**38**	**39**	**27**	**66**				
New External Trips Percent of Total Project Trips			77%	73%	82%	79%	81%	75%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			13	0	1	1	1	0	1				
Retail (2.6%)			14	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			27	0	1	1	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 324

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	8	1	7	1	13	1	21	2	19	2	6	2	229	21	208	21	67	21
Exit	5	1	4	1	2	1	19	2	17	2	7	2	229	25	204	25	58	25
Total	13	2	11				40	4	36				458	46	412			
	100%	15%	85%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	22	2	20	0	0	0	176	25	151	7	0	0
Exit	24	1	23	0	0	0	12	2	10	0	0	0	176	21	155	0	0	0
Total	29	2	27				34	4	30				352	46	306			
	100%	7%	93%				100%	12%	88%				100%	13%	87%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	7	4	11	0	19	20	39	0	208	151	359
Exit	0	4	23	27	0	17	10	27	0	204	155	359
Total	0	11	27	38	0	36	30	66	0	412	306	718
Single-Use Trip Gen.	0	13	29	42	0	40	34	74	0	458	352	810
INTERNAL CAPTURE				**10%**				**11%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 400

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	39 Units	ITE (230)	284	4	20	24	19	9	28	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			284	4	20	24	19	9	28				
Retail	2.7 KSF	ITE (820)	657	11	7	18	28	29	57	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	45.8 KSF	ITE (110)	319	37	5	42	5	39	44	88%	12%	12%	88%
Total Trips			**1,260**	**52**	**32**	**84**	**52**	**77**	**129**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-7	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-35	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-56	-4	-2	-6	-2	-5	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-27	0	-2	-2	-1	-1	-2				
Retail (-11.6%)			-76	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-9	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-112	-2	-3	-5	-4	-6	-10				
Internal Trips Within This Block			-160	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				3	16	19	14	6	20				
Retail				9	5	14	22	20	42				
Office and Light Industrial				32	4	36	3	33	36				
Total External Trips			**932**	**44**	**25**	**69**	**39**	**59**	**98**				
New External Trips Percent of Total Project Trips			74%	85%	78%	82%	75%	77%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			9	0	1	1	1	0	1				
Retail (2.6%)			17	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			40	4	1	5	1	5	6				
Total Transit Trips			66	4	2	6	2	6	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 400

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	32	0	32	10	0	0	4	1	3	1	1	1	138	9	129	21	9	9
Exit	4	0	4	1	0	0	34	1	33	8	1	1	138	14	124	30	11	11
Total	36	0	36				38	2	36				276	23	253			
	100%	0%	100%				100%	5%	95%				100%	8%	92%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	10	1	9	1	9	1	25	3	22	2	4	2	284	37	247	26	48	26
Exit	6	1	5	1	1	1	24	4	20	3	5	3	284	40	244	31	41	31
Total	16	2	14				49	7	42				568	77	491			
	100%	13%	88%				100%	14%	86%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	4	1	3	0	0	0	17	3	14	0	1	0	125	34	91	5	3	3
Exit	17	1	16	0	0	0	8	2	6	0	0	0	125	26	99	0	0	0
Total	21	2	19				25	5	20				250	60	190			
	100%	10%	90%				100%	20%	80%				100%	24%	76%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	32	9	3	44	3	22	14	39	129	247	91	467
Exit	4	5	16	25	33	20	6	59	124	244	99	467
Total	36	14	19	69	36	42	20	98	253	491	190	934
Single-Use Trip Gen.	36	16	21	73	38	49	25	112	276	568	250	1094
INTERNAL CAPTURE				**5%**				**13%**				**15%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 401

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	45 Units	ITE (230)	321	5	22	27	21	10	31	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			321	5	22	27	21	10	31				
Retail	3.2 KSF	ITE (820)	720	12	8	20	31	32	63	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	52.8 KSF	ITE (110)	368	43	6	49	6	45	51	88%	12%	12%	88%
Total Trips			**1,409**	**60**	**36**	**96**	**58**	**87**	**145**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-8	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-16	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-41	-4	-1	-5	-1	-5	-6				
Total Transit Adjustments			-65	-4	-2	-6	-2	-6	-8				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-31	0	-2	-2	-2	-1	-3				
Retail (-11.6%)			-84	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-125	-2	-3	-5	-5	-6	-11				
Internal Trips Within This Block			-172	-2	-2	-4	-8	-8	-16				
New External Trips													
Residential				4	18	22	15	6	21				
Retail				10	6	16	24	23	47				
Office and Light Industrial				38	5	43	4	38	42				
Total External Trips			**1,047**	**52**	**29**	**81**	**43**	**67**	**110**				
New External Trips Percent of Total Project Trips			74%	87%	81%	84%	74%	77%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			10	0	1	1	1	0	1				
Retail (2.6%)			19	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			46	5	1	6	1	5	6				
Total Transit Trips			75	6	2	8	3	6	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 401

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	38	0	38	12	0	0	5	1	4	2	1	1	159	9	150	24	9	9
Exit	5	0	5	1	0	0	39	1	38	9	1	1	159	15	144	35	12	12
Total	43	0	43				44	2	42				318	24	294			
	100%	0%	100%				100%	5%	95%				100%	8%	92%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	10	1	28	4	24	3	5	3	310	40	270	28	54	28
Exit	7	1	6	1	2	1	27	4	23	3	6	3	310	43	267	34	47	34
Total	18	2	16				55	8	47				620	83	537			
	100%	11%	89%				100%	15%	85%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	18	3	15	0	1	0	141	37	104	6	3	3
Exit	19	1	18	0	0	0	9	3	6	0	0	0	141	28	113	0	0	0
Total	24	2	22				27	6	21				282	65	217			
	100%	8%	92%				100%	22%	78%				100%	23%	77%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	38	10	4	52	4	24	15	43	150	270	104	524
Exit	5	6	18	29	38	23	6	67	144	267	113	524
Total	43	16	22	81	42	47	21	110	294	537	217	1048
Single-Use Trip Gen.	43	18	24	85	44	55	27	126	318	620	282	1220
INTERNAL CAPTURE				**5%**				**13%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 402

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	35 Units	ITE (230)	258	4	18	22	17	8	25	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			258	4	18	22	17	8	25				
Retail	2.4 KSF	ITE (820)	607	10	7	17	26	27	53	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	40.6 KSF	ITE (110)	283	33	4	37	5	34	39	88%	12%	12%	88%
Total Trips			**1,148**	**47**	**29**	**76**	**48**	**69**	**117**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-7	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-13	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-31	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-51	-4	-1	-5	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-25	0	-2	-2	-1	-1	-2				
Retail (-11.6%)			-70	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-103	-2	-3	-5	-4	-5	-9				
Internal Trips Within This Block			-146	-2	-2	-4	-6	-6	-12				
New External Trips													
Residential				3	14	17	12	5	17				
Retail				8	5	13	21	19	40				
Office and Light Industrial				28	4	32	4	29	33				
Total External Trips			**848**	**39**	**23**	**62**	**37**	**53**	**90**				
New External Trips Percent of Total Project Trips			74%	83%	79%	82%	77%	77%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			8	0	1	1	1	0	1				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			35	4	1	5	1	4	5				
Total Transit Trips			59	4	2	6	2	5	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 402

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	28	0	28	9	0	0	5	1	4	2	1	1	122	8	114	18	8	8
Exit	4	0	4	1	0	0	29	0	29	7	0	0	122	12	110	27	10	10
Total	32	0	32				34	1	33				244	20	224			
	100%	0%	100%				100%	3%	97%				100%	8%	92%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	9	1	8	1	8	1	23	2	21	2	4	2	262	34	228	24	43	24
Exit	6	1	5	1	1	1	23	4	19	3	5	3	262	37	225	29	37	29
Total	15	2	13				46	6	40				524	71	453			
	100%	13%	87%				100%	13%	87%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	4	1	3	0	0	0	15	3	12	0	1	0	113	31	82	5	2	2
Exit	15	1	14	0	0	0	7	2	5	0	0	0	113	24	89	0	0	0
Total	19	2	17				22	5	17				226	55	171			
	100%	11%	89%				100%	23%	77%				100%	24%	76%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	28	8	3	39	4	21	12	37	114	228	82	424
Exit	4	5	14	23	29	19	5	53	110	225	89	424
Total	32	13	17	62	33	40	17	90	224	453	171	848
Single-Use Trip Gen.	32	15	19	66	34	46	22	102	244	524	226	994
INTERNAL CAPTURE				**6%**				**12%**				**15%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 403

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	55 Units	ITE (230)	382	5	27	32	25	12	37	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			382	5	27	32	25	12	37				
Retail	3.8 KSF	ITE (820)	816	14	9	23	35	37	72	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	64.0 KSF	ITE (110)	446	52	7	59	7	55	62	88%	12%	12%	88%
Total Trips			**1,644**	**71**	**43**	**114**	**67**	**104**	**171**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-10	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-18	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-50	-6	-1	-7	-1	-6	-7				
Total Transit Adjustments			-78	-7	-2	-9	-3	-7	-10				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-37	0	-3	-3	-2	-1	-3				
Retail (-11.6%)			-95	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-144	-4	-4	-8	-6	-7	-13				
Internal Trips Within This Block			-200	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				4	22	26	18	8	26				
Retail				10	7	17	26	27	53				
Office and Light Industrial				44	6	50	5	46	51				
Total External Trips			**1,222**	**58**	**35**	**93**	**49**	**81**	**130**				
New External Trips Percent of Total Project Trips			74%	82%	81%	82%	73%	78%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			12	0	1	1	1	0	1				
Retail (2.6%)			21	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			56	6	1	7	1	7	8				
Total Transit Trips			89	7	2	9	3	8	11				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 403

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	44	0	44	14	0	0	6	1	5	2	1	1	192	11	181	29	11	11
Exit	6	0	6	1	0	0	47	1	46	11	1	1	192	18	174	42	14	14
Total	50	0	50				53	2	51				384	29	355			
	100%	0%	100%				100%	4%	96%				100%	8%	92%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	12	1	30	4	26	3	6	3	352	46	306	32	64	32
Exit	8	1	7	1	2	1	32	5	27	4	7	4	352	50	302	39	55	39
Total	19	2	17				62	9	53				704	96	608			
	100%	11%	89%				100%	15%	85%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	1	4	0	0	0	22	4	18	0	1	0	168	43	125	7	4	4
Exit	23	1	22	0	0	0	11	3	8	0	0	0	168	32	136	0	0	0
Total	28	2	26				33	7	26				336	75	261			
	100%	7%	93%				100%	21%	79%				100%	22%	78%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	44	10	4	58	5	26	18	49	181	306	125	612
Exit	6	7	22	35	46	27	8	81	174	302	136	612
Total	50	17	26	93	51	53	26	130	355	608	261	1224
Single-Use Trip Gen.	50	19	28	97	53	62	33	148	384	704	336	1424
INTERNAL CAPTURE				**4%**				**12%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 404

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	26 Units	ITE (230)	199	3	15	18	13	7	20	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			199	3	15	18	13	7	20				
Retail	1.8 KSF	ITE (820)	506	9	6	15	22	22	44	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	30.6 KSF	ITE (110)	214	25	3	28	4	26	30	88%	12%	12%	88%
Total Trips			**919**	**37**	**24**	**61**	**39**	**55**	**94**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-5	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-11	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-24	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-40	-3	-1	-4	-1	-4	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-19	0	-1	-1	-1	-1	-2				
Retail (-11.6%)			-59	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-84	-2	-2	-4	-3	-5	-8				
Internal Trips Within This Block			-124	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				2	12	14	9	4	13				
Retail				7	4	11	18	15	33				
Office and Light Industrial				21	3	24	3	22	25				
Total External Trips			**671**	**30**	**19**	**49**	**30**	**41**	**71**				
New External Trips Percent of Total Project Trips			73%	81%	79%	80%	77%	75%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			6	0	1	1	1	0	1				
Retail (2.6%)			13	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			27	4	0	4	0	4	4				
Total Transit Trips			46	4	1	5	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 404

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	21	0	21	7	0	0	4	1	3	1	1	1	92	7	85	14	7	7
Exit	3	0	3	1	0	0	22	0	22	5	0	0	92	11	81	20	9	9
Total	24	0	24				26	1	25				184	18	166			
	100%	0%	100%				100%	4%	96%				100%	10%	90%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	8	1	7	1	7	1	20	2	18	2	3	2	218	29	189	20	33	20
Exit	5	1	4	1	1	1	18	3	15	2	3	2	218	31	187	24	29	24
Total	13	2	11				38	5	33				436	60	376			
	100%	15%	85%				100%	13%	87%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	3	1	2	0	0	0	11	2	9	0	0	0	88	26	62	4	2	2
Exit	13	1	12	0	0	0	6	2	4	0	0	0	88	20	68	0	0	0
Total	16	2	14				17	4	13				176	46	130			
	100%	13%	88%				100%	24%	76%				100%	26%	74%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	21	7	2	30	3	18	9	30	85	189	62	336
Exit	3	4	12	19	22	15	4	41	81	187	68	336
Total	24	11	14	49	25	33	13	71	166	376	130	672
Single-Use Trip Gen.	24	13	16	53	26	38	17	81	184	436	176	796
INTERNAL CAPTURE				**8%**				**12%**				**16%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 405

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	15 Units	ITE (230)	123	2	9	11	9	4	13	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			123	2	9	11	9	4	13				
Retail	1.1 KSF	ITE (820)	359	7	4	11	15	16	31	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	18.1 KSF	ITE (110)	126	15	2	17	2	16	18	88%	12%	12%	88%
Total Trips			**608**	**24**	**15**	**39**	**26**	**36**	**62**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-3	0	0	0	0	0	0				
Retail (-2.2%)			-8	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-14	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-25	-2	0	-2	0	-3	-3				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-12	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-42	-1	0	-1	-2	-2	-4				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-4	0	0	0	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-58	-1	-1	-2	-3	-3	-6				
Internal Trips Within This Block			-86	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				2	7	9	6	3	9				
Retail				6	4	10	12	11	23				
Office and Light Industrial				13	2	15	2	13	15				
Total External Trips			**439**	**20**	**13**	**33**	**20**	**27**	**47**				
New External Trips Percent of Total Project Trips			72%	83%	87%	85%	77%	75%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			4	0	0	0	0	0	0				
Retail (2.6%)			9	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			16	2	0	2	0	2	2				
Total Transit Trips			29	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 405

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	13	0	13	4	0	0	2	0	2	1	0	0	54	5	49	8	5	5
Exit	2	0	2	0	0	0	13	0	13	3	0	0	54	7	47	12	6	6
Total	15	0	15				15	0	15				108	12	96			
	100%	0%	100%				100%	0%	100%				100%	11%	89%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	6	1	5	1	4	1	13	1	12	1	2	1	155	20	135	14	21	14
Exit	4	0	4	0	1	0	13	2	11	2	2	2	155	22	133	17	18	17
Total	10	1	9				26	3	23				310	42	268			
	100%	10%	90%				100%	12%	88%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	0	2	0	0	0	8	2	6	0	0	0	54	18	36	2	1	1
Exit	8	1	7	0	0	0	4	1	3	0	0	0	54	14	40	0	0	0
Total	10	1	9				12	3	9				108	32	76			
	100%	10%	90%				100%	25%	75%				100%	30%	70%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	13	5	2	20	2	12	6	20	49	135	36	220
Exit	2	4	7	13	13	11	3	27	47	133	40	220
Total	15	9	9	33	15	23	9	47	96	268	76	440
Single-Use Trip Gen.	15	10	10	35	15	26	12	53	108	310	108	526
INTERNAL CAPTURE				**6%**				**11%**				**16%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 406

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	42 Units	ITE (230)	302	4	22	26	20	10	30	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			302	4	22	26	20	10	30				
Retail	3.0 KSF	ITE (820)	690	12	7	19	29	31	60	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	49.4 KSF	ITE (110)	345	40	5	45	6	42	48	88%	12%	12%	88%
Total Trips			**1,337**	**56**	**34**	**90**	**55**	**83**	**138**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-8	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-38	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-61	-4	-2	-6	-2	-5	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-29	0	-2	-2	-2	-1	-3				
Retail (-11.6%)			-80	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-119	-2	-3	-5	-5	-6	-11				
Internal Trips Within This Block			-168	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				3	18	21	14	7	21				
Retail				10	5	15	23	22	45				
Office and Light Industrial				35	4	39	4	36	40				
Total External Trips			**989**	**48**	**27**	**75**	**41**	**65**	**106**				
New External Trips Percent of Total Project Trips			74%	86%	79%	83%	75%	78%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			10	0	1	1	1	0	1				
Retail (2.6%)			18	0	0	0	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			43	5	1	6	1	5	6				
Total Transit Trips			71	5	2	7	3	6	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 406

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	35	0	35	11	0	0	5	1	4	2	1	1	149	9	140	22	9	9
Exit	4	0	4	1	0	0	37	1	36	9	1	1	149	15	134	33	12	12
Total	39	0	39				42	2	40				298	24	274			
	100%	0%	100%				100%	5%	95%				100%	8%	92%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	10	1	26	3	23	2	5	2	298	39	259	27	51	27
Exit	6	1	5	1	1	1	26	4	22	3	5	3	298	42	256	33	44	33
Total	17	2	15				52	7	45				596	81	515			
	100%	12%	88%				100%	13%	87%				100%	14%	86%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	4	1	3	0	0	0	17	3	14	0	1	0	133	36	97	5	3	3
Exit	19	1	18	0	0	0	9	2	7	0	0	0	133	27	106	0	0	0
Total	23	2	21				26	5	21				266	63	203			
	100%	9%	91%				100%	19%	81%				100%	24%	76%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	35	10	3	48	4	23	14	41	140	259	97	496
Exit	4	5	18	27	36	22	7	65	134	256	106	496
Total	39	15	21	75	40	45	21	106	274	515	203	992
Single-Use Trip Gen.	39	17	23	79	42	52	26	120	298	596	266	1160
INTERNAL CAPTURE				**5%**				**12%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 407a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	18 Units	ITE (230)	145	2	11	13	10	5	15	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			145	2	11	13	10	5	15				
Retail	2.9 KSF	ITE (820)	684	12	7	19	29	31	60	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	75.2 KSF	ITE (110)	524	61	8	69	9	64	73	88%	12%	12%	88%
Total Trips			**1,353**	**75**	**26**	**101**	**48**	**100**	**148**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-4	0	0	0	0	0	0				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-58	-7	-1	-8	-1	-7	-8				
Total Transit Adjustments			-77	-7	-1	-8	-1	-8	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-14	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-79	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-15	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-108	-3	-2	-5	-4	-6	-10				
Internal Trips Within This Block			-138	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				1	9	10	6	3	9				
Retail				10	5	15	23	22	45				
Office and Light Industrial				52	7	59	7	54	61				
Total External Trips			**1,030**	**63**	**21**	**84**	**36**	**79**	**115**				
New External Trips Percent of Total Project Trips			76%	84%	81%	83%	75%	79%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			5	0	1	1	1	0	1				
Retail (2.6%)			18	0	0	0	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			66	8	1	9	1	8	9				
Total Transit Trips			89	8	2	10	3	9	12				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 407a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	52	0	52	16	0	0	8	1	7	2	1	1	226	9	217	34	9	9
Exit	7	0	7	2	0	0	55	1	54	13	1	1	226	15	211	50	12	12
Total	59	0	59				63	2	61				452	24	428			
	100%	0%	100%				100%	3%	97%				100%	5%	95%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	5	1	26	3	23	2	3	2	295	36	259	27	24	24
Exit	6	1	5	1	1	1	26	4	22	3	3	3	295	30	265	32	21	21
Total	17	2	15				52	7	45				590	66	524			
	100%	12%	88%				100%	13%	87%				100%	11%	89%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	1	1	0	0	0	9	3	6	0	1	0	64	24	40	3	5	3
Exit	10	1	9	0	0	0	5	2	3	0	0	0	64	24	40	0	0	0
Total	12	2	10				14	5	9				128	48	80			
	100%	17%	83%				100%	36%	64%				100%	38%	63%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	52	10	1	63	7	23	6	36	217	259	40	516
Exit	7	5	9	21	54	22	3	79	211	265	40	516
Total	59	15	10	84	61	45	9	115	428	524	80	1032
Single-Use Trip Gen.	59	17	12	88	63	52	14	129	452	590	128	1170
INTERNAL CAPTURE				**5%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 407b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	4 Units	ITE (230)	39	1	3	4	3	1	4	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			39	1	3	4	3	1	4				
Retail	0.6 KSF	ITE (820)	243	4	3	7	10	11	21	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	14.9 KSF	ITE (110)	104	12	2	14	2	12	14	88%	12%	12%	88%
Total Trips			**386**	**17**	**8**	**25**	**15**	**24**	**39**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-1	0	0	0	0	0	0				
Retail (-2.2%)			-5	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-12	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-18	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-4	0	0	0	0	0	0				
Retail (-11.6%)			-28	-1	0	-1	-1	-1	-2				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-3	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-35	-1	0	-1	-1	-1	-2				
Internal Trips Within This Block			-40	0	0	0	-2	-2	-4				
New External Trips													
Residential				1	3	4	2	0	2				
Retail				3	3	6	8	9	17				
Office and Light Industrial				10	2	12	2	10	12				
Total External Trips			**293**	**14**	**8**	**22**	**12**	**19**	**31**				
New External Trips Percent of Total Project Trips			76%	82%	100%	88%	80%	79%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			1	0	0	0	0	0	0				
Retail (2.6%)			6	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			13	2	0	2	0	2	2				
Total Transit Trips			20	2	0	2	0	3	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 407b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	10	0	10	3	0	0	2	0	2	1	0	0	45	3	42	7	3	3
Exit	2	0	2	0	0	0	10	0	10	2	0	0	45	5	40	10	4	4
Total	12	0	12				12	0	12				90	8	82			
	100%	0%	100%				100%	0%	100%				100%	9%	91%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	3	0	3	0	2	0	9	1	8	1	1	1	105	10	95	9	6	6
Exit	3	0	3	0	0	0	10	1	9	1	1	1	105	9	96	12	6	6
Total	6	0	6				19	2	17				210	19	191			
	100%	0%	100%				100%	11%	89%				100%	9%	91%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	3	1	2	0	0	0	17	7	10	1	1	1
Exit	3	0	3	0	0	0	1	1	0	0	0	0	17	6	11	0	0	0
Total	4	0	4				4	2	2				34	13	21			
	100%	0%	100%				100%	50%	50%				100%	38%	62%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	10	3	1	14	2	8	2	12	42	95	10	147
Exit	2	3	3	8	10	9	0	19	40	96	11	147
Total	12	6	4	22	12	17	2	31	82	191	21	294
Single-Use Trip Gen.	12	6	4	22	12	19	4	35	90	210	34	334
INTERNAL CAPTURE				**0%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 408

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	12 Units	ITE (230)	102	2	7	9	7	4	11	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			102	2	7	9	7	4	11				
Retail	1.9 KSF	ITE (820)	519	9	6	15	22	23	45	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	49.1 KSF	ITE (110)	343	40	5	45	6	42	48	88%	12%	12%	88%
Total Trips			**964**	**51**	**18**	**69**	**35**	**69**	**104**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-3	0	0	0	0	0	0				
Retail (-2.2%)			-11	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-38	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-52	-4	-1	-5	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-10	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-60	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-80	-2	-2	-4	-3	-4	-7				
Internal Trips Within This Block			-100	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				1	5	6	4	2	6				
Retail				7	4	11	18	16	34				
Office and Light Industrial				35	4	39	4	37	41				
Total External Trips			**732**	**43**	**13**	**56**	**26**	**55**	**81**				
New External Trips Percent of Total Project Trips			76%	84%	72%	81%	74%	80%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			3	0	0	0	0	0	0				
Retail (2.6%)			13	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			43	5	1	6	1	5	6				
Total Transit Trips			59	5	1	6	1	6	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 408

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	35	0	35	11	0	0	5	1	4	2	1	1	148	7	141	22	7	7
Exit	4	0	4	1	0	0	37	0	37	9	0	0	148	11	137	33	9	9
Total	39	0	39				42	1	41				296	18	278			
	100%	0%	100%				100%	2%	98%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	8	1	7	1	3	1	20	2	18	2	2	2	224	26	198	20	17	17
Exit	5	1	4	1	1	1	19	3	16	2	2	2	224	22	202	25	15	15
Total	13	2	11				39	5	34				448	48	400			
	100%	15%	85%				100%	13%	87%				100%	11%	89%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	1	1	0	0	0	6	2	4	0	1	0	45	17	28	2	3	2
Exit	6	1	5	0	0	0	4	2	2	0	0	0	45	17	28	0	0	0
Total	8	2	6				10	4	6				90	34	56			
	100%	25%	75%				100%	40%	60%				100%	38%	62%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	35	7	1	43	4	18	4	26	141	198	28	367
Exit	4	4	5	13	37	16	2	55	137	202	28	367
Total	39	11	6	56	41	34	6	81	278	400	56	734
Single-Use Trip Gen.	39	13	8	60	42	39	10	91	296	448	90	834
INTERNAL CAPTURE				**7%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 409

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	9 Units	ITE (230)	79	1	7	8	5	3	8	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			79	1	7	8	5	3	8				
Retail	1.5 KSF	ITE (820)	444	8	5	13	19	19	38	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	37.6 KSF	ITE (110)	262	31	4	35	4	32	36	88%	12%	12%	88%
Total Trips			**785**	**40**	**16**	**56**	**28**	**54**	**82**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-2	0	0	0	0	0	0				
Retail (-2.2%)			-10	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-29	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-41	-4	0	-4	0	-5	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-8	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-52	-1	-1	-2	-2	-2	-4				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-7	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-67	-2	-2	-4	-3	-3	-6				
Internal Trips Within This Block			-80	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				1	5	6	3	1	4				
Retail				7	4	11	15	15	30				
Office and Light Industrial				26	4	30	4	27	31				
Total External Trips			**597**	**33**	**13**	**46**	**22**	**43**	**65**				
New External Trips Percent of Total Project Trips			76%	83%	81%	82%	79%	80%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			3	0	0	0	0	0	0				
Retail (2.6%)			12	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			33	4	0	4	1	4	5				
Total Transit Trips			48	4	0	4	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 409

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	26	0	26	8	0	0	4	0	4	1	0	0	113	6	107	17	6	6
Exit	4	0	4	1	0	0	27	0	27	6	0	0	113	9	104	25	8	8
Total	30	0	30				31	0	31				226	15	211			
	100%	0%	100%				100%	0%	100%				100%	7%	93%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	7	1	6	1	3	1	17	2	15	2	2	2	191	21	170	17	13	13
Exit	4	0	4	0	0	0	16	1	15	2	1	1	191	18	173	21	12	12
Total	11	1	10				33	3	30				382	39	343			
	100%	9%	91%				100%	9%	91%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	4	1	3	0	1	0	35	13	22	1	2	1
Exit	6	1	5	0	0	0	3	2	1	0	0	0	35	13	22	0	0	0
Total	7	1	6				7	3	4				70	26	44			
	100%	14%	86%				100%	43%	57%				100%	37%	63%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	26	6	1	33	4	15	3	22	107	170	22	299
Exit	4	4	5	13	27	15	1	43	104	173	22	299
Total	30	10	6	46	31	30	4	65	211	343	44	598
Single-Use Trip Gen.	30	11	7	48	31	33	7	71	226	382	70	678
INTERNAL CAPTURE				**4%**				**8%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 410

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	22 Units	ITE (230)	172	3	12	15	11	6	17	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			172	3	12	15	11	6	17				
Retail	3.6 KSF	ITE (820)	783	13	9	22	34	35	69	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	90.0 KSF	ITE (110)	627	73	10	83	10	77	87	88%	12%	12%	88%
Total Trips			**1,582**	**89**	**31**	**120**	**55**	**118**	**173**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-4	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-17	0	0	0	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-70	-8	-1	-9	-1	-9	-10				
Total Transit Adjustments			-91	-8	-2	-10	-3	-10	-13				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-17	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-91	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-18	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-126	-4	-2	-6	-5	-6	-11				
Internal Trips Within This Block			-162	-2	-2	-4	-8	-8	-16				
New External Trips													
Residential				2	9	11	6	3	9				
Retail				10	7	17	25	26	51				
Office and Light Industrial				63	9	72	8	65	73				
Total External Trips			**1,203**	**75**	**25**	**100**	**39**	**94**	**133**				
New External Trips Percent of Total Project Trips			76%	84%	81%	83%	71%	80%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			6	0	1	1	1	0	1				
Retail (2.6%)			20	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			78	9	1	10	1	10	11				
Total Transit Trips			104	10	2	12	3	11	14				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 410

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	63	0	63	20	0	0	9	1	8	3	1	1	270	10	260	41	10	10
Exit	9	0	9	2	0	0	66	1	65	15	1	1	270	17	253	59	14	14
Total	72	0	72				75	2	73				540	27	513			
	100%	0%	100%				100%	3%	97%				100%	5%	95%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	5	1	29	4	25	3	3	3	338	43	295	30	29	29
Exit	8	1	7	1	1	1	30	4	26	4	3	3	338	35	303	37	25	25
Total	19	2	17				59	8	51				676	78	598			
	100%	11%	89%				100%	14%	86%				100%	12%	88%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	3	1	2	0	0	0	9	3	6	0	1	0	76	28	48	3	5	3
Exit	10	1	9	0	0	0	6	3	3	0	0	0	76	29	47	0	0	0
Total	13	2	11				15	6	9				152	57	95			
	100%	15%	85%				100%	40%	60%				100%	38%	63%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	63	10	2	75	8	25	6	39	260	295	48	603
Exit	9	7	9	25	65	26	3	94	253	303	47	603
Total	72	17	11	100	73	51	9	133	513	598	95	1206
Single-Use Trip Gen.	72	19	13	104	75	59	15	149	540	676	152	1368
INTERNAL CAPTURE				**4%**				**11%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 411a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 411a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 411b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 411b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 412

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	11 Units	ITE (230)	94	2	7	9	7	3	10	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			94	2	7	9	7	3	10				
Retail	3.1 KSF	ITE (820)	715	12	8	20	30	32	62	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	47.0 KSF	ITE (110)	327	38	5	43	6	40	46	88%	12%	12%	88%
Total Trips			**1,136**	**52**	**20**	**72**	**43**	**75**	**118**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-2	0	0	0	0	0	0				
Retail (-2.2%)			-16	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-36	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-54	-4	-1	-5	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-9	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-83	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-9	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-101	-2	-2	-4	-4	-5	-9				
Internal Trips Within This Block			-106	-2	-2	-4	-6	-6	-12				
New External Trips													
Residential				1	5	6	4	1	5				
Retail				10	6	16	24	24	48				
Office and Light Industrial				33	4	37	4	34	38				
Total External Trips			**875**	**44**	**15**	**59**	**32**	**59**	**91**				
New External Trips Percent of Total Project Trips			77%	85%	75%	82%	74%	79%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			3	0	0	0	0	0	0				
Retail (2.6%)			19	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			41	4	1	5	1	5	6				
Total Transit Trips			63	5	1	6	2	6	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 412

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	33	0	33	10	0	0	5	1	4	2	1	1	141	9	132	21	9	9
Exit	4	0	4	1	0	0	35	1	34	8	1	1	141	14	127	31	12	12
Total	37	0	37				40	2	38				282	23	259			
	100%	0%	100%				100%	5%	95%				100%	8%	92%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	3	1	27	3	24	2	2	2	308	28	280	28	16	16
Exit	7	1	6	1	1	1	27	3	24	3	2	2	308	23	285	34	14	14
Total	18	2	16				54	6	48				616	51	565			
	100%	11%	89%				100%	11%	89%				100%	8%	92%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	1	1	0	0	0	6	2	4	0	1	0	42	16	26	2	3	2
Exit	6	1	5	0	0	0	3	2	1	0	0	0	42	16	26	0	0	0
Total	8	2	6				9	4	5				84	32	52			
	100%	25%	75%				100%	44%	56%				100%	38%	62%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	33	10	1	44	4	24	4	32	132	280	26	438
Exit	4	6	5	15	34	24	1	59	127	285	26	438
Total	37	16	6	59	38	48	5	91	259	565	52	876
Single-Use Trip Gen.	37	18	8	63	40	54	9	103	282	616	84	982
INTERNAL CAPTURE				**6%**				**12%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 413

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	12 Units	ITE (230)	102	2	7	9	7	4	11	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			102	2	7	9	7	4	11				
Retail	3.3 KSF	ITE (820)	736	12	8	20	31	33	64	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	49.1 KSF	ITE (110)	342	40	5	45	6	42	48	88%	12%	12%	88%
Total Trips			**1,180**	**54**	**20**	**74**	**44**	**79**	**123**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-3	0	0	0	0	0	0				
Retail (-2.2%)			-16	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-38	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-57	-4	-1	-5	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-10	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-85	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-105	-2	-2	-4	-4	-5	-9				
Internal Trips Within This Block			-114	-2	-2	-4	-6	-6	-12				
New External Trips													
Residential				1	5	6	4	2	6				
Retail				10	6	16	25	25	50				
Office and Light Industrial				35	4	39	4	36	40				
Total External Trips			**904**	**46**	**15**	**61**	**33**	**63**	**96**				
New External Trips Percent of Total Project Trips			77%	85%	75%	82%	75%	80%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			3	0	0	0	0	0	0				
Retail (2.6%)			19	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			43	5	1	6	1	5	6				
Total Transit Trips			65	6	1	7	2	6	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 413

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	35	0	35	11	0	0	5	1	4	2	1	1	147	10	137	22	10	10
Exit	4	0	4	1	0	0	37	1	36	9	1	1	147	15	132	32	13	13
Total	39	0	39				42	2	40				294	25	269			
	100%	0%	100%				100%	5%	95%				100%	9%	91%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	3	1	28	3	25	3	2	2	318	30	288	29	17	17
Exit	7	1	6	1	1	1	28	3	25	3	2	2	318	25	293	35	15	15
Total	18	2	16				56	6	50				636	55	581			
	100%	11%	89%				100%	11%	89%				100%	9%	91%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	1	1	0	0	0	6	2	4	0	1	0	45	17	28	2	3	2
Exit	6	1	5	0	0	0	4	2	2	0	0	0	45	17	28	0	0	0
Total	8	2	6				10	4	6				90	34	56			
	100%	25%	75%				100%	40%	60%				100%	38%	62%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	35	10	1	46	4	25	4	33	137	288	28	453
Exit	4	6	5	15	36	25	2	63	132	293	28	453
Total	39	16	6	61	40	50	6	96	269	581	56	906
Single-Use Trip Gen.	39	18	8	65	42	56	10	108	294	636	90	1020
INTERNAL CAPTURE				**6%**				**11%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 414

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	10 Units	ITE (230)	87	1	7	8	6	3	9	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			87	1	7	8	6	3	9				
Retail	2.9 KSF	ITE (820)	672	12	7	19	29	30	59	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	42.7 KSF	ITE (110)	298	34	5	39	5	36	41	88%	12%	12%	88%
Total Trips			**1,057**	**47**	**19**	**66**	**40**	**69**	**109**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-2	0	0	0	0	0	0				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-33	-4	0	-4	-1	-4	-5				
Total Transit Adjustments			-50	-4	0	-4	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-8	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-78	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-94	-2	-2	-4	-4	-5	-9				
Internal Trips Within This Block			-102	-1	-1	-2	-6	-6	-12				
New External Trips													
Residential				1	5	6	3	1	4				
Retail				11	6	17	23	22	45				
Office and Light Industrial				29	5	34	3	30	33				
Total External Trips			**811**	**40**	**16**	**56**	**29**	**53**	**82**				
New External Trips Percent of Total Project Trips			77%	85%	84%	85%	73%	77%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			3	0	0	0	0	0	0				
Retail (2.6%)			17	0	0	0	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			37	4	1	5	1	4	5				
Total Transit Trips			57	4	1	5	2	5	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 414

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	29	0	29	9	0	0	4	1	3	1	1	1	129	9	120	19	9	9
Exit	5	0	5	1	0	0	31	1	30	7	1	1	129	14	115	28	12	12
Total	34	0	34				35	2	33				258	23	235			
	100%	0%	100%				100%	6%	94%				100%	9%	91%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	3	1	26	3	23	2	2	2	290	27	263	26	15	15
Exit	6	0	6	1	0	0	25	3	22	3	2	2	290	22	268	32	13	13
Total	17	1	16				51	6	45				580	49	531			
	100%	6%	94%				100%	12%	88%				100%	8%	92%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	5	2	3	0	1	0	39	15	24	2	3	2
Exit	6	1	5	0	0	0	3	2	1	0	0	0	39	15	24	0	0	0
Total	7	1	6				8	4	4				78	30	48			
	100%	14%	86%				100%	50%	50%				100%	38%	62%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	29	10	1	40	3	23	3	29	120	263	24	407
Exit	5	6	5	16	30	22	1	53	115	268	24	407
Total	34	16	6	56	33	45	4	82	235	531	48	814
Single-Use Trip Gen.	34	17	7	58	35	51	8	94	258	580	78	916
INTERNAL CAPTURE				**3%**				**13%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 415

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	100.8 KSF	ITE (820)	6,825	95	60	155	313	326	639	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**6,825**	**95**	**60**	**155**	**313**	**326**	**639**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-150	-2	-1	-3	-7	-7	-14				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-150	-2	-1	-3	-7	-7	-14				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-792	-11	-7	-18	-36	-38	-74				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-792	-11	-7	-18	-36	-38	-74				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				82	52	134	270	281	551				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**5,883**	**82**	**52**	**134**	**270**	**281**	**551**				
New External Trips Percent of Total Project Trips			86%	86%	87%	86%	86%	86%	86%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			177	2	2	4	8	9	17				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			177	2	2	4	8	9	17				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 415

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	2	0	0	0	0	0	8	0	0	0	0	0	88	0
Exit	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	0	118	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	82	0	82	7	0	0	270	0	270	24	0	0	2942	0	2942	265	0	0
Exit	52	0	52	6	0	0	281	0	281	34	0	0	2942	0	2942	324	0	0
Total	134	0	134				551	0	551				5884	0	5884			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	82	0	82	0	270	0	270	0	2942	0	2942
Exit	0	52	0	52	0	281	0	281	0	2942	0	2942
Total	0	134	0	134	0	551	0	551	0	5884	0	5884
Single-Use Trip Gen.	0	134	0	134	0	551	0	551	0	5884	0	5884
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 416

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	7 Units	ITE (230)	64	1	5	6	5	2	7	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			64	1	5	6	5	2	7				
Retail	1.2 KSF	ITE (820)	386	7	4	11	16	17	33	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	31.2 KSF	ITE (110)	217	26	3	29	4	26	30	88%	12%	12%	88%
Total Trips			**667**	**34**	**12**	**46**	**25**	**45**	**70**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-2	0	0	0	0	0	0				
Retail (-2.2%)			-8	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-24	-3	0	-3	0	-3	-3				
Total Transit Adjustments			-34	-3	0	-3	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-6	0	0	0	-1	0	-1				
Retail (-11.6%)			-45	-1	0	-1	-2	-2	-4				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-6	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-57	-2	0	-2	-3	-3	-6				
Internal Trips Within This Block			-66	-1	-1	-2	-2	-2	-4				
New External Trips													
Residential				1	4	5	3	1	4				
Retail				6	4	10	13	13	26				
Office and Light Industrial				22	3	25	4	22	26				
Total External Trips			**510**	**28**	**11**	**39**	**20**	**36**	**56**				
New External Trips Percent of Total Project Trips			76%	82%	92%	85%	80%	80%	80%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			2	0	0	0	0	0	0				
Retail (2.6%)			10	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			27	4	0	4	0	4	4				
Total Transit Trips			39	4	0	4	0	5	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 416

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	22	0	22	7	0	0	4	0	4	1	0	0	94	5	89	14	5	5
Exit	3	0	3	1	0	0	22	0	22	5	0	0	94	8	86	21	7	7
Total	25	0	25				26	0	26				188	13	175			
	100%	0%	100%				100%	0%	100%				100%	7%	93%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	6	1	5	1	3	1	14	1	13	1	1	1	167	18	149	15	11	11
Exit	4	0	4	0	0	0	14	1	13	2	1	1	167	14	153	18	9	9
Total	10	1	9				28	2	26				334	32	302			
	100%	10%	90%				100%	7%	93%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	4	1	3	0	0	0	28	10	18	1	2	1
Exit	5	1	4	0	0	0	2	1	1	0	0	0	28	11	17	0	0	0
Total	6	1	5				6	2	4				56	21	35			
	100%	17%	83%				100%	33%	67%				100%	38%	63%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	22	5	1	28	4	13	3	20	89	149	18	256
Exit	3	4	4	11	22	13	1	36	86	153	17	256
Total	25	9	5	39	26	26	4	56	175	302	35	512
Single-Use Trip Gen.	25	10	6	41	26	28	6	60	188	334	56	578
INTERNAL CAPTURE				**5%**				**7%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 417a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	10 Units	ITE (230)	87	1	7	8	6	3	9	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			87	1	7	8	6	3	9				
Retail	2.8 KSF	ITE (820)	661	12	7	19	28	30	58	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	41.6 KSF	ITE (110)	290	33	5	38	5	35	40	88%	12%	12%	88%
Total Trips			**1,038**	**46**	**19**	**65**	**39**	**68**	**107**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-2	0	0	0	0	0	0				
Retail (-2.2%)			-15	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-32	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-49	-4	0	-4	0	-5	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-8	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-77	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-93	-2	-2	-4	-4	-5	-9				
Internal Trips Within This Block			-100	-1	-1	-2	-6	-6	-12				
New External Trips													
Residential				1	5	6	3	1	4				
Retail				11	6	17	22	22	44				
Office and Light Industrial				28	5	33	4	29	33				
Total External Trips			**796**	**39**	**16**	**55**	**29**	**52**	**81**				
New External Trips Percent of Total Project Trips			77%	85%	84%	85%	74%	76%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			3	0	0	0	0	0	0				
Retail (2.6%)			17	0	0	0	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			36	4	1	5	1	4	5				
Total Transit Trips			56	4	1	5	2	5	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 417a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	28	0	28	9	0	0	5	1	4	2	1	1	125	9	116	19	9	9
Exit	5	0	5	1	0	0	30	1	29	7	1	1	125	13	112	28	11	11
Total	33	0	33				35	2	33				250	22	228			
	100%	0%	100%				100%	6%	94%				100%	9%	91%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	3	1	25	3	22	2	2	2	285	26	259	26	15	15
Exit	6	0	6	1	0	0	25	3	22	3	2	2	285	22	263	31	13	13
Total	17	1	16				50	6	44				570	48	522			
	100%	6%	94%				100%	12%	88%				100%	8%	92%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	5	2	3	0	1	0	39	15	24	2	3	2
Exit	6	1	5	0	0	0	3	2	1	0	0	0	39	15	24	0	0	0
Total	7	1	6				8	4	4				78	30	48			
	100%	14%	86%				100%	50%	50%				100%	38%	62%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	28	10	1	39	4	22	3	29	116	259	24	399
Exit	5	6	5	16	29	22	1	52	112	263	24	399
Total	33	16	6	55	33	44	4	81	228	522	48	798
Single-Use Trip Gen.	33	17	7	57	35	50	8	93	250	570	78	898
INTERNAL CAPTURE				**4%**				**13%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 417b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	33.2 KSF	ITE (820)	3,314	49	31	80	149	155	304	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,314**	**49**	**31**	**80**	**149**	**155**	**304**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-73	-1	-1	-2	-3	-4	-7				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-73	-1	-1	-2	-3	-4	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-384	-5	-4	-9	-17	-18	-35				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-384	-5	-4	-9	-17	-18	-35				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				43	26	69	129	133	262				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,857**	**43**	**26**	**69**	**129**	**133**	**262**				
New External Trips Percent of Total Project Trips			86%	88%	84%	86%	87%	86%	86%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			86	1	1	2	4	4	8				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			86	1	1	2	4	4	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 417b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	43	0
Exit	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	57	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	43	0	43	4	0	0	129	0	129	12	0	0	1429	0	1429	129	0	0
Exit	26	0	26	3	0	0	133	0	133	16	0	0	1429	0	1429	157	0	0
Total	69	0	69				262	0	262				2858	0	2858			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	43	0	43	0	129	0	129	0	1429	0	1429
Exit	0	26	0	26	0	133	0	133	0	1429	0	1429
Total	0	69	0	69	0	262	0	262	0	2858	0	2858
Single-Use Trip Gen.	0	69	0	69	0	262	0	262	0	2858	0	2858
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 418a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	11 Units	ITE (230)	94	2	7	9	7	3	10	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			94	2	7	9	7	3	10				
Retail	1.7 KSF	ITE (820)	488	9	5	14	21	21	42	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	44.7 KSF	ITE (110)	312	36	5	41	5	38	43	88%	12%	12%	88%
Total Trips			**894**	**47**	**17**	**64**	**33**	**62**	**95**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-2	0	0	0	0	0	0				
Retail (-2.2%)			-11	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-35	-4	-1	-5	-1	-4	-5				
Total Transit Adjustments			-48	-4	-1	-5	-1	-5	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-9	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-57	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-9	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-75	-2	-2	-4	-3	-4	-7				
Internal Trips Within This Block			-92	-1	-1	-2	-5	-5	-10				
New External Trips													
Residential				2	5	7	4	1	5				
Retail				8	4	12	17	14	31				
Office and Light Industrial				31	4	35	3	33	36				
Total External Trips			**679**	**40**	**13**	**53**	**24**	**48**	**72**				
New External Trips Percent of Total Project Trips			76%	85%	76%	83%	73%	77%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			3	0	0	0	0	0	0				
Retail (2.6%)			13	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			39	4	1	5	1	4	5				
Total Transit Trips			55	4	1	5	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 418a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	31	0	31	10	0	0	4	1	3	1	1	1	134	6	128	20	6	6
Exit	4	0	4	1	0	0	33	0	33	8	0	0	134	10	124	29	8	8
Total	35	0	35				37	1	36				268	16	252			
	100%	0%	100%				100%	3%	97%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	8	1	7	1	3	1	19	2	17	2	2	2	210	24	186	19	16	16
Exit	4	0	4	0	1	0	17	3	14	2	2	2	210	20	190	23	14	14
Total	12	1	11				36	5	31				420	44	376			
	100%	8%	92%				100%	14%	86%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	2	0	2	0	0	0	6	2	4	0	1	0	42	16	26	2	3	2
Exit	6	1	5	0	0	0	3	2	1	0	0	0	42	16	26	0	0	0
Total	8	1	7				9	4	5				84	32	52			
	100%	13%	88%				100%	44%	56%				100%	38%	62%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	31	7	2	40	3	17	4	24	128	186	26	340
Exit	4	4	5	13	33	14	1	48	124	190	26	340
Total	35	11	7	53	36	31	5	72	252	376	52	680
Single-Use Trip Gen.	35	12	8	55	37	36	9	82	268	420	84	772
INTERNAL CAPTURE				**4%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 418b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	8 Units	ITE (230)	71	1	6	7	5	3	8	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			71	1	6	7	5	3	8				
Retail	1.5 KSF	ITE (820)	451	8	5	13	19	20	39	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	39.6 KSF	ITE (110)	276	32	4	36	5	33	38	88%	12%	12%	88%
Total Trips			**798**	**41**	**15**	**56**	**29**	**56**	**85**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-2	0	0	0	0	0	0				
Retail (-2.2%)			-10	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-31	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-43	-4	0	-4	0	-5	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-7	0	-1	-1	-1	0	-1				
Retail (-11.6%)			-52	-1	-1	-2	-2	-3	-5				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-67	-2	-2	-4	-3	-4	-7				
Internal Trips Within This Block			-74	-1	-1	-2	-3	-3	-6				
New External Trips													
Residential				1	4	5	3	1	4				
Retail				7	4	11	15	15	30				
Office and Light Industrial				27	4	31	5	28	33				
Total External Trips			**614**	**34**	**12**	**46**	**23**	**44**	**67**				
New External Trips Percent of Total Project Trips			77%	83%	80%	82%	79%	79%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			2	0	0	0	0	0	0				
Retail (2.6%)			12	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			35	4	1	5	1	4	5				
Total Transit Trips			49	4	1	5	1	5	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 418b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	27	0	27	8	0	0	5	0	5	2	0	0	119	6	113	18	6	6
Exit	4	0	4	1	0	0	28	0	28	6	0	0	119	9	110	26	8	8
Total	31	0	31				33	0	33				238	15	223			
	100%	0%	100%				100%	0%	100%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	7	1	6	1	3	1	17	2	15	2	2	2	195	20	175	18	12	12
Exit	4	0	4	0	0	0	16	1	15	2	1	1	195	16	179	21	10	10
Total	11	1	10				33	3	30				390	36	354			
	100%	9%	91%				100%	9%	91%				100%	9%	91%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1	0	1	0	0	0	4	1	3	0	1	0	31	11	20	1	2	1
Exit	5	1	4	0	0	0	3	2	1	0	0	0	31	12	19	0	0	0
Total	6	1	5				7	3	4				62	23	39			
	100%	17%	83%				100%	43%	57%				100%	37%	63%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	27	6	1	34	5	15	3	23	113	175	20	308
Exit	4	4	4	12	28	15	1	44	110	179	19	308
Total	31	10	5	46	33	30	4	67	223	354	39	616
Single-Use Trip Gen.	31	11	6	48	33	33	7	73	238	390	62	690
INTERNAL CAPTURE				**4%**				**8%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 419

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	116 Units	ITE (230)	732	10	48	58	46	22	68	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			732	10	48	58	46	22	68				
Retail	3.9 KSF	ITE (820)	830	14	9	23	36	37	73	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,562**	**24**	**57**	**81**	**82**	**59**	**141**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-19	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-18	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-37	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-70	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-96	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-166	-3	-5	-8	-8	-6	-14				
Internal Trips Within This Block			-142	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				8	41	49	37	16	53				
Retail				10	7	17	28	28	56				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,217**	**18**	**48**	**66**	**65**	**44**	**109**				
New External Trips Percent of Total Project Trips			78%	75%	84%	81%	79%	75%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			23	0	2	2	2	1	3				
Retail (2.6%)			22	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			45	1	2	3	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 419

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	22	1	31	3	28	3	10	3	358	32	326	32	122	32
Exit	8	1	7	1	3	1	32	4	28	4	13	4	358	39	319	39	106	39
Total	19	2	17				63	7	56				716	71	645			
	100%	11%	89%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	41	4	37	1	0	0	322	39	283	13	0	0
Exit	42	1	41	0	0	0	19	3	16	0	0	0	322	32	290	0	0	0
Total	51	2	49				60	7	53				644	71	573			
	100%	4%	96%				100%	12%	88%				100%	11%	89%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	10	8	18	0	28	37	65	0	326	283	609
Exit	0	7	41	48	0	28	16	44	0	319	290	609
Total	0	17	49	66	0	56	53	109	0	645	573	1218
Single-Use Trip Gen.	0	19	51	70	0	63	60	123	0	716	644	1360
INTERNAL CAPTURE				**6%**				**11%**				**10%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 420

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	112 Units	ITE (230)	710	10	47	57	44	22	66	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			710	10	47	57	44	22	66				
Retail	3.8 KSF	ITE (820)	812	13	9	22	35	36	71	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,522**	**23**	**56**	**79**	**79**	**58**	**137**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-18	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-18	0	0	0	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-36	0	-2	-2	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-68	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-94	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-162	-3	-5	-8	-8	-6	-14				
Internal Trips Within This Block			-142	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				8	40	48	35	16	51				
Retail				10	7	17	27	27	54				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,182**	**18**	**47**	**65**	**62**	**43**	**105**				
New External Trips Percent of Total Project Trips			78%	78%	84%	82%	78%	74%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			23	0	2	2	1	1	2				
Retail (2.6%)			21	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			44	1	2	3	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 420

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	22	1	30	3	27	3	10	3	350	32	318	32	119	32
Exit	8	1	7	1	3	1	31	4	27	4	12	4	350	39	311	39	103	39
Total	19	2	17				61	7	54				700	71	629			
	100%	11%	89%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	39	4	35	1	0	0	312	39	273	12	0	0
Exit	41	1	40	0	0	0	19	3	16	0	0	0	312	32	280	0	0	0
Total	50	2	48				58	7	51				624	71	553			
	100%	4%	96%				100%	12%	88%				100%	11%	89%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	10	8	18	0	27	35	62	0	318	273	591
Exit	0	7	40	47	0	27	16	43	0	311	280	591
Total	0	17	48	65	0	54	51	105	0	629	553	1182
Single-Use Trip Gen.	0	19	50	69	0	61	58	119	0	700	624	1324
INTERNAL CAPTURE				**6%**				**12%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 421

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	283 Units	ITE (230)	1,590	20	99	119	94	47	141	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,590	20	99	119	94	47	141				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,590**	**20**	**99**	**119**	**94**	**47**	**141**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-41	-1	-3	-4	-3	-1	-4				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-41	-1	-3	-4	-3	-1	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-153	-2	-7	-9	-8	-4	-12				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-153	-2	-7	-9	-8	-4	-12				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				17	89	106	83	42	125				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,396**	**17**	**89**	**106**	**83**	**42**	**125**				
New External Trips Percent of Total Project Trips			88%	85%	90%	89%	88%	89%	89%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			51	1	4	5	3	2	5				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			51	1	4	5	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 421

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	47	0	0	0	0	0	22	0	0	0	0	0	265	0
Exit	0	0	0	0	5	0	0	0	0	0	26	0	0	0	0	0	230	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	17	0	17	0	0	0	83	0	83	2	0	0	698	0	698	28	0	0
Exit	89	0	89	0	0	0	42	0	42	0	0	0	698	0	698	0	0	0
Total	106	0	106				125	0	125				1396	0	1396			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	17	17	0	0	83	83	0	0	698	698
Exit	0	0	89	89	0	0	42	42	0	0	698	698
Total	0	0	106	106	0	0	125	125	0	0	1396	1396
Single-Use Trip Gen.	0	0	106	106	0	0	125	125	0	0	1396	1396
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 422

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	271 Units	ITE (230)	1,531	20	95	115	91	45	136	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,531	20	95	115	91	45	136				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,531**	**20**	**95**	**115**	**91**	**45**	**136**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-40	-1	-3	-4	-3	-1	-4				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-40	-1	-3	-4	-3	-1	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-147	-2	-7	-9	-8	-4	-12				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-147	-2	-7	-9	-8	-4	-12				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				17	85	102	80	40	120				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,344**	**17**	**85**	**102**	**80**	**40**	**120**				
New External Trips Percent of Total Project Trips			88%	85%	89%	89%	88%	89%	88%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			49	1	4	5	3	2	5				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			49	1	4	5	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 422

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	45	0	0	0	0	0	21	0	0	0	0	0	255	0
Exit	0	0	0	0	5	0	0	0	0	0	25	0	0	0	0	0	222	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	17	0	17	0	0	0	80	0	80	2	0	0	672	0	672	27	0	0
Exit	85	0	85	0	0	0	40	0	40	0	0	0	672	0	672	0	0	0
Total	102	0	102				120	0	120				1344	0	1344			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	17	17	0	0	80	80	0	0	672	672
Exit	0	0	85	85	0	0	40	40	0	0	672	672
Total	0	0	102	102	0	0	120	120	0	0	1344	1344
Single-Use Trip Gen.	0	0	102	102	0	0	120	120	0	0	1344	1344
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 423

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Middle School	500 student	ITE (522)	810	149	121	270	39	41	80	55%	45%	49%	51%
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**810**	**149**	**121**	**270**	**39**	**41**	**80**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**810**	**149**	**121**	**270**	**39**	**41**	**80**				
New External Trips Percent of Total Project Trips			100%	100%	100%	100%	100%	100%	100%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 423

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 424

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	72 Units	ITE (230)	483	7	33	40	31	15	46	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			483	7	33	40	31	15	46				
Retail	2.7 KSF	ITE (820)	651	11	7	18	28	29	57	61%	39%	49%	51%
Office	22.6 KSF	ITE (710)	425	50	7	57	6	28	34	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,559**	**68**	**47**	**115**	**65**	**72**	**137**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-13	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			-47	-5	-1	-6	-1	-3	-4				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-74	-5	-2	-7	-2	-4	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-46	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-76	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-12	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-134	-4	-3	-7	-6	-6	-12				
Internal Trips Within This Block			-158	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				5	29	34	24	12	36				
Retail				9	5	14	22	20	42				
Office and Light Industrial				43	6	49	4	23	27				
Total External Trips			**1,193**	**57**	**40**	**97**	**50**	**55**	**105**				
New External Trips Percent of Total Project Trips			77%	84%	85%	84%	77%	76%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			15	0	2	2	1	1	2				
Retail (2.6%)			17	0	0	0	0	1	1				
Office (12.5%)			53	6	1	7	1	3	4				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			85	6	3	9	2	5	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 424

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	43	0	43	13	0	0	5	1	4	2	1	1	183	8	175	27	8	8
Exit	6	0	6	1	0	0	24	1	23	6	1	1	183	15	168	40	11	11
Total	49	0	49				29	2	27				366	23	343			
	100%	0%	100%				100%	7%	93%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	10	1	9	1	16	1	25	3	22	2	7	2	281	36	245	25	81	25
Exit	6	1	5	1	2	1	24	4	20	3	8	3	281	39	242	31	70	31
Total	16	2	14				49	7	42				562	75	487			
	100%	13%	88%				100%	14%	86%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	27	3	24	1	0	0	212	35	177	8	4	4
Exit	30	1	29	0	0	0	14	2	12	0	0	0	212	25	187	0	0	0
Total	36	2	34				41	5	36				424	60	364			
	100%	6%	94%				100%	12%	88%				100%	14%	86%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	43	9	5	57	4	22	24	50	175	245	177	597
Exit	6	5	29	40	23	20	12	55	168	242	187	597
Total	49	14	34	97	27	42	36	105	343	487	364	1194
Single-Use Trip Gen.	49	16	36	101	29	49	41	119	366	562	424	1352
INTERNAL CAPTURE				**4%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 501a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	168 Units	ITE (230)	1,010	13	65	78	62	30	92	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,010	13	65	78	62	30	92				
Retail	3.8 KSF	ITE (820)	806	13	9	22	35	36	71	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,816**	**26**	**74**	**100**	**97**	**66**	**163**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-26	-1	-2	-3	-2	-1	-3				
Retail (-2.2%)			-18	0	0	0	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-44	-1	-2	-3	-3	-2	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-97	-1	-5	-6	-5	-3	-8				
Retail (-11.6%)			-93	-2	-1	-3	-4	-4	-8				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-190	-3	-6	-9	-9	-7	-16				
Internal Trips Within This Block			-138	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				10	57	67	51	23	74				
Retail				10	7	17	27	27	54				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,444**	**20**	**64**	**84**	**78**	**50**	**128**				
New External Trips Percent of Total Project Trips			80%	77%	86%	84%	80%	76%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			32	1	3	3	2	1	3				
Retail (2.6%)			21	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			53	2	3	4	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 501a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	31	1	30	3	27	3	14	3	348	31	317	31	169	31
Exit	8	1	7	1	3	1	31	4	27	4	17	4	348	38	310	38	147	38
Total	19	2	17				61	7	54				696	69	627			
	100%	11%	89%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	11	1	10	0	0	0	55	4	51	1	0	0	444	38	406	18	0	0
Exit	58	1	57	0	0	0	26	3	23	0	0	0	444	31	413	0	0	0
Total	69	2	67				81	7	74				888	69	819			
	100%	3%	97%				100%	9%	91%				100%	8%	92%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	10	10	20	0	27	51	78	0	317	406	723
Exit	0	7	57	64	0	27	23	50	0	310	413	723
Total	0	17	67	84	0	54	74	128	0	627	819	1446
Single-Use Trip Gen.	0	19	69	88	0	61	81	142	0	696	888	1584
INTERNAL CAPTURE				**5%**				**10%**				**9%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 501b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 501b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 502

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	85 Units	ITE (230)	558	8	37	45	36	17	53	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			558	8	37	45	36	17	53				
Retail	3.2 KSF	ITE (820)	723	12	8	20	31	32	63	61%	39%	49%	51%
Office	26.6 KSF	ITE (710)	481	57	8	65	7	33	40	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,762**	**77**	**53**	**130**	**74**	**82**	**156**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-15	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-16	0	0	0	0	-1	-1				
Office (-11.1%)			-53	-6	-1	-7	-1	-3	-4				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-84	-6	-3	-9	-2	-5	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-54	-1	-3	-4	-3	-2	-5				
Retail (-11.6%)			-84	-1	-1	-2	-3	-4	-7				
Office (-2.8%)			-13	-2	0	-2	0	-1	-1				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-151	-4	-4	-8	-6	-7	-13				
Internal Trips Within This Block			-174	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				6	31	37	28	11	39				
Retail				10	6	16	24	23	47				
Office and Light Industrial				49	7	56	5	27	32				
Total External Trips			**1,353**	**65**	**44**	**109**	**57**	**61**	**118**				
New External Trips Percent of Total Project Trips			77%	84%	83%	84%	77%	74%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			18	0	2	2	1	1	2				
Retail (2.6%)			19	1	0	1	1	1	2				
Office (12.5%)			60	7	1	8	1	4	5				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			97	8	3	11	3	6	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 502

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	49	0	49	15	0	0	6	1	5	2	1	1	208	9	199	31	9	9
Exit	7	0	7	2	0	0	29	2	27	7	1	1	208	16	192	46	12	12
Total	56	0	56				35	3	32				416	25	391			
	100%	0%	100%				100%	9%	91%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	11	1	10	1	17	1	28	4	24	3	7	3	312	40	272	28	93	28
Exit	7	1	6	1	2	1	27	4	23	3	10	3	312	43	269	34	81	34
Total	18	2	16				55	8	47				624	83	541			
	100%	11%	89%				100%	15%	85%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	7	1	6	0	0	0	32	4	28	1	1	1	245	38	207	10	4	4
Exit	32	1	31	0	0	0	14	3	11	0	0	0	245	28	217	0	0	0
Total	39	2	37				46	7	39				490	66	424			
	100%	5%	95%				100%	15%	85%				100%	13%	87%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	49	10	6	65	5	24	28	57	199	272	207	678
Exit	7	6	31	44	27	23	11	61	192	269	217	678
Total	56	16	37	109	32	47	39	118	391	541	424	1356
Single-Use Trip Gen.	56	18	39	113	35	55	46	136	416	624	490	1530
INTERNAL CAPTURE				**4%**				**13%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 503

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	122 Units	ITE (230)	765	10	51	61	48	23	71	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			765	10	51	61	48	23	71				
Retail	4.2 KSF	ITE (820)	859	15	9	24	37	39	76	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,624**	**25**	**60**	**85**	**85**	**62**	**147**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-20	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-19	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-39	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-73	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-100	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-173	-3	-5	-8	-8	-7	-15				
Internal Trips Within This Block			-148	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				8	44	52	39	17	56				
Retail				11	7	18	29	29	58				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,264**	**19**	**51**	**70**	**68**	**46**	**114**				
New External Trips Percent of Total Project Trips			78%	76%	85%	82%	80%	74%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			24	0	3	3	2	1	3				
Retail (2.6%)			22	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			46	1	3	4	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 503

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	1	11	1	24	1	32	3	29	3	11	3	370	33	337	33	128	33
Exit	8	1	7	1	3	1	33	4	29	4	13	4	370	41	329	41	111	41
Total	20	2	18				65	7	58				740	74	666			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	43	4	39	1	0	0	336	41	295	13	0	0
Exit	45	1	44	0	0	0	20	3	17	0	0	0	336	33	303	0	0	0
Total	54	2	52				63	7	56				672	74	598			
	100%	4%	96%				100%	11%	89%				100%	11%	89%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	11	8	19	0	29	39	68	0	337	295	632
Exit	0	7	44	51	0	29	17	46	0	329	303	632
Total	0	18	52	70	0	58	56	114	0	666	598	1264
Single-Use Trip Gen.	0	20	54	74	0	65	63	128	0	740	672	1412
INTERNAL CAPTURE				**5%**				**11%**				**10%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 504

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	115 Units	ITE (230)	726	10	48	58	45	22	67	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			726	10	48	58	45	22	67				
Retail	4.3 KSF	ITE (820)	881	15	9	24	38	40	78	61%	39%	49%	51%
Office	36.0 KSF	ITE (710)	608	73	10	83	9	45	54	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,215**	**98**	**67**	**165**	**92**	**107**	**199**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-19	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-19	-1	0	-1	-1	-1	-2				
Office (-11.1%)			-67	-8	-1	-9	-1	-5	-6				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-105	-9	-3	-12	-3	-7	-10				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-70	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-102	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			-17	-2	0	-2	0	-2	-2				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-189	-5	-5	-10	-8	-9	-17				
Internal Trips Within This Block			-214	-2	-2	-4	-10	-10	-20				
New External Trips													
Residential				8	41	49	35	16	51				
Retail				11	7	18	29	29	58				
Office and Light Industrial				63	9	72	7	36	43				
Total External Trips			**1,707**	**82**	**57**	**139**	**71**	**81**	**152**				
New External Trips Percent of Total Project Trips			77%	84%	85%	84%	77%	76%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			23	0	2	2	1	1	2				
Retail (2.6%)			23	1	0	1	1	1	2				
Office (12.5%)			76	9	1	10	1	6	7				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			122	10	3	13	3	8	11				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 504

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	63	0	63	20	0	0	8	1	7	2	1	1	262	11	251	39	11	11
Exit	9	0	9	2	0	0	38	2	36	9	1	1	262	20	242	58	15	15
Total	72	0	72				46	3	43				524	31	493			
	100%	0%	100%				100%	7%	93%				100%	6%	94%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	1	11	1	22	1	33	4	29	3	10	3	380	49	331	34	121	34
Exit	8	1	7	1	3	1	34	5	29	4	12	4	380	53	327	42	105	42
Total	20	2	18				67	9	58				760	102	658			
	100%	10%	90%				100%	13%	87%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	40	5	35	1	1	1	319	47	272	13	5	5
Exit	42	1	41	0	0	0	19	3	16	0	0	0	319	34	285	0	0	0
Total	51	2	49				59	8	51				638	81	557			
	100%	4%	96%				100%	14%	86%				100%	13%	87%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	63	11	8	82	7	29	35	71	251	331	272	854
Exit	9	7	41	57	36	29	16	81	242	327	285	854
Total	72	18	49	139	43	58	51	152	493	658	557	1708
Single-Use Trip Gen.	72	20	51	143	46	67	59	172	524	760	638	1922
INTERNAL CAPTURE				**3%**				**12%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 505a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	122 Units	ITE (230)	765	10	51	61	48	23	71	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			765	10	51	61	48	23	71				
Retail	4.2 KSF	ITE (820)	860	15	9	24	37	39	76	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,625**	**25**	**60**	**85**	**85**	**62**	**147**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-20	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-19	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-39	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-73	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-100	-2	-1	-3	-4	-5	-9				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-173	-3	-5	-8	-8	-7	-15				
Internal Trips Within This Block			-148	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				8	44	52	39	17	56				
Retail				11	7	18	29	29	58				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,265**	**19**	**51**	**70**	**68**	**46**	**114**				
New External Trips Percent of Total Project Trips			78%	76%	85%	82%	80%	74%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			24	0	3	3	2	1	3				
Retail (2.6%)			22	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			46	1	3	4	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 505a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	11	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	15	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	12	1	11	1	24	1	32	3	29	3	11	3	371	33	338	33	128	33
Exit	8	1	7	1	3	1	33	4	29	4	13	4	371	41	330	41	111	41
Total	20	2	18				65	7	58				742	74	668			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	43	4	39	1	0	0	336	41	295	13	0	0
Exit	45	1	44	0	0	0	20	3	17	0	0	0	336	33	303	0	0	0
Total	54	2	52				63	7	56				672	74	598			
	100%	4%	96%				100%	11%	89%				100%	11%	89%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	11	8	19	0	29	39	68	0	338	295	633
Exit	0	7	44	51	0	29	17	46	0	330	303	633
Total	0	18	52	70	0	58	56	114	0	668	598	1266
Single-Use Trip Gen.	0	20	54	74	0	65	63	128	0	742	672	1414
INTERNAL CAPTURE				**5%**				**11%**				**10%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 505b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	75 Units	ITE (230)	501	7	34	41	31	16	47	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			501	7	34	41	31	16	47				
Retail	2.6 KSF	ITE (820)	625	11	7	18	26	28	54	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,126**	**18**	**41**	**59**	**57**	**44**	**101**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-13	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-14	0	0	0	0	-1	-1				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-27	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-48	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-73	-1	-1	-2	-3	-3	-6				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-121	-2	-3	-5	-6	-4	-10				
Internal Trips Within This Block			-108	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				5	30	35	24	13	37				
Retail				9	5	14	21	21	42				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**870**	**14**	**35**	**49**	**45**	**34**	**79**				
New External Trips Percent of Total Project Trips			77%	78%	85%	83%	79%	77%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			16	0	2	2	1	1	2				
Retail (2.6%)			16	0	0	0	0	1	1				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			32	0	2	2	1	2	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 505b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
Exit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	10	1	9	1	16	1	23	2	21	2	8	2	269	24	245	24	84	24
Exit	6	1	5	1	2	1	24	3	21	3	8	3	269	30	239	30	73	30
Total	16	2	14				47	5	42				538	54	484			
	100%	13%	88%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	1	5	0	0	0	27	3	24	1	0	0	220	30	190	9	0	0
Exit	31	1	30	0	0	0	15	2	13	0	0	0	220	24	196	0	0	0
Total	37	2	35				42	5	37				440	54	386			
	100%	5%	95%				100%	12%	88%				100%	12%	88%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	9	5	14	0	21	24	45	0	245	190	435
Exit	0	5	30	35	0	21	13	34	0	239	196	435
Total	0	14	35	49	0	42	37	79	0	484	386	870
Single-Use Trip Gen.	0	16	37	53	0	47	42	89	0	538	440	978
INTERNAL CAPTURE				**8%**				**11%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 520a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 520a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 520b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 520b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 506

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	23 Units	ITE (230)	179	3	13	16	12	6	18	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			179	3	13	16	12	6	18				
Retail	15.2 KSF	ITE (820)	1,994	31	20	51	88	92	180	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	22.3 KSF	ITE (110)	155	18	3	21	3	19	22	88%	12%	12%	88%
Total Trips			**2,328**	**52**	**36**	**88**	**103**	**117**	**220**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-5	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-44	-1	0	-1	-2	-2	-4				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-17	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-66	-3	-1	-4	-3	-4	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-17	0	-1	-1	-1	-1	-2				
Retail (-11.6%)			-231	-4	-2	-6	-10	-11	-21				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-4	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-252	-5	-3	-8	-11	-13	-24				
Internal Trips Within This Block			-164	-5	-5	-10	-9	-9	-18				
New External Trips													
Residential				2	9	11	7	2	9				
Retail				24	16	40	71	75	146				
Office and Light Industrial				14	2	16	2	14	16				
Total External Trips			**1,846**	**39**	**27**	**66**	**80**	**91**	**171**				
New External Trips Percent of Total Project Trips			79%	75%	75%	75%	78%	78%	78%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			6	0	1	1	1	0	1				
Retail (2.6%)			52	1	0	1	2	3	5				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			19	3	0	3	0	3	3				
Total Transit Trips			77	4	1	5	3	6	9				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 506

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	15	1	14	5	1	1	3	1	2	1	2	1	67	10	57	10	26	10
Exit	3	1	2	1	1	1	16	2	14	4	2	2	67	16	51	15	34	15
Total	18	2	16				19	3	16				134	26	108			
	100%	11%	89%				100%	16%	84%				100%	19%	81%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	26	3	23	2	6	2	76	5	71	7	3	3	860	45	815	77	30	30
Exit	18	2	16	2	1	1	79	4	75	9	3	3	860	36	824	95	26	26
Total	44	5	39				155	9	146				1720	81	1639			
	100%	11%	89%				100%	6%	94%				100%	5%	95%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	3	1	2	0	0	0	10	3	7	0	0	0	79	27	52	3	1	1
Exit	11	2	9	0	0	0	5	3	2	0	0	0	79	30	49	0	0	0
Total	14	3	11				15	6	9				158	57	101			
	100%	21%	79%				100%	40%	60%				100%	36%	64%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	14	23	2	39	2	71	7	80	57	815	52	924
Exit	2	16	9	27	14	75	2	91	51	824	49	924
Total	16	39	11	66	16	146	9	171	108	1639	101	1848
Single-Use Trip Gen.	18	44	14	76	19	155	15	189	134	1720	158	2012
INTERNAL CAPTURE				**13%**				**10%**				**8%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 507

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	15.6 KSF	ITE (820)	2,028	31	20	51	90	93	183	61%	39%	49%	51%
Office	2.9 KSF	ITE (710)	87	10	1	11	1	3	4	88%	12%	17%	83%
Light Industrial	53.4 KSF	ITE (110)	372	43	6	49	6	46	52	88%	12%	12%	88%
Total Trips			**2,487**	**84**	**27**	**111**	**97**	**142**	**239**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-45	-1	0	-1	-2	-2	-4				
Office (-11.1%)			-10	-1	0	-1	0	0	0				
Light Industrial (-11.1%)			-41	-4	-1	-5	-1	-5	-6				
Total Transit Adjustments			-96	-6	-1	-7	-3	-7	-10				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-235	-4	-2	-6	-10	-11	-21				
Office (-2.8%)			-2	0	0	0	0	0	0				
Light Industrial (-2.8%)			-10	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-247	-5	-2	-7	-10	-12	-22				
Internal Trips Within This Block			-122	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				25	17	42	76	78	154				
Office and Light Industrial				46	5	51	4	41	45				
Total External Trips			**2,022**	**71**	**22**	**93**	**80**	**119**	**199**				
New External Trips Percent of Total Project Trips			81%	85%	81%	84%	82%	84%	83%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			53	1	0	1	2	3	5				
Office (12.5%)			11	1	0	1	0	1	1				
Light Industrial (12.5%)			47	5	1	6	1	6	7				
Total Transit Trips			111	7	1	8	3	10	13				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 507

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	47	1	46	15	1	1	6	2	4	2	2	2	198	26	172	30	26	26
Exit	6	1	5	1	1	1	43	2	41	10	2	2	198	35	163	44	35	35
Total	53	2	51				49	4	45				396	61	335			
	100%	4%	96%				100%	8%	92%				100%	15%	85%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	26	1	25	2	0	0	78	2	76	7	0	0	874	35	839	79	0	0
Exit	18	1	17	2	0	0	80	2	78	10	0	0	874	26	848	96	0	0
Total	44	2	42				158	4	154				1748	61	1687			
	100%	5%	95%				100%	3%	97%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total	Office	Ret.	Res.	Total
Enter	46	25	0	71	4	76	0	80	172	839	0	1011
Exit	5	17	0	22	41	78	0	119	163	848	0	1011
Total	51	42	0	93	45	154	0	199	335	1687	0	2022
Single-Use Trip Gen.	53	44	0	97	49	158	0	207	396	1748	0	2144
INTERNAL CAPTURE				4%				4%				6%

Origins	AM	PM	Daily
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 508

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	17.3 KSF	ITE (110)	121	14	2	16	2	15	17	88%	12%	12%	88%
Total Trips			**121**	**14**	**2**	**16**	**2**	**15**	**17**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-13	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-13	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-3	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-3	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				12	2	14	2	13	15				
Total External Trips			**105**	**12**	**2**	**14**	**2**	**13**	**15**				
New External Trips Percent of Total Project Trips			87%	86%	100%	88%	100%	87%	88%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			15	2	0	2	0	2	2				
Total Transit Trips			15	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 508

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	12	0	12	4	0	0	2	0	2	1	0	0	53	0	53	8	0	0
Exit	2	0	2	0	0	0	13	0	13	3	0	0	53	0	53	12	0	0
Total	14	0	14				15	0	15				106	0	106			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	12	0	0	12	2	0	0	2	53	0	0	53
Exit	2	0	0	2	13	0	0	13	53	0	0	53
Total	14	0	0	14	15	0	0	15	106	0	0	106
Single-Use Trip Gen.	14	0	0	14	15	0	0	15	106	0	0	106
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 509

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	12.5 KSF	ITE (820)	1,756	27	18	45	77	81	158	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	63.0 KSF	ITE (110)	439	51	7	58	7	54	61	88%	12%	12%	88%
Total Trips			**2,195**	**78**	**25**	**103**	**84**	**135**	**219**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-39	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-49	-5	-1	-6	-1	-6	-7				
Total Transit Adjustments			-88	-6	-1	-7	-2	-8	-10				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-204	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-216	-5	-2	-7	-9	-11	-20				
Internal Trips Within This Block			-106	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				23	16	39	66	68	134				
Office and Light Industrial				44	6	50	4	45	49				
Total External Trips			**1,785**	**67**	**22**	**89**	**70**	**113**	**183**				
New External Trips Percent of Total Project Trips			81%	86%	88%	86%	83%	84%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			46	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			55	6	1	7	1	7	8				
Total Transit Trips			101	7	1	8	3	9	12				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 509

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	44	0	44	14	0	0	6	2	4	2	2	2	189	23	166	28	23	23
Exit	6	0	6	1	0	0	46	1	45	11	1	1	189	30	159	42	30	30
Total	50	0	50				52	3	49				378	53	325			
	100%	0%	100%				100%	6%	94%				100%	14%	86%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	23	0	23	2	0	0	67	1	66	6	0	0	757	30	727	68	0	0
Exit	16	0	16	2	0	0	70	2	68	8	0	0	757	23	734	83	0	0
Total	39	0	39				137	3	134				1514	53	1461			
	100%	0%	100%				100%	2%	98%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	44	23	0	67	4	66	0	70	166	727	0	893
Exit	6	16	0	22	45	68	0	113	159	734	0	893
Total	50	39	0	89	49	134	0	183	325	1461	0	1786
Single-Use Trip Gen.	50	39	0	89	52	137	0	189	378	1514	0	1892
INTERNAL CAPTURE				**0%**				**3%**				**6%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 510

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	1 Units	ITE (230)	12	0	1	1	1	0	1	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			12	0	1	1	1	0	1				
Retail	21.4 KSF	ITE (820)	2,490	38	24	62	111	115	226	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	57.4 KSF	ITE (110)	400	47	6	53	7	49	56	88%	12%	12%	88%
Total Trips			**2,902**	**85**	**31**	**116**	**119**	**164**	**283**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-55	-1	0	-1	-2	-3	-5				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-44	-5	-1	-6	-1	-5	-6				
Total Transit Adjustments			-99	-6	-1	-7	-3	-8	-11				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-1	0	0	0	0	0	0				
Retail (-11.6%)			-289	-4	-3	-7	-13	-13	-26				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-11	-1	0	-1	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-301	-5	-3	-8	-13	-15	-28				
Internal Trips Within This Block			-136	-3	-3	-6	-4	-4	-8				
New External Trips													
Residential				0	0	0	1	0	1				
Retail				32	20	52	94	97	191				
Office and Light Industrial				40	4	44	4	40	44				
Total External Trips			**2,366**	**71**	**24**	**95**	**99**	**137**	**236**				
New External Trips Percent of Total Project Trips			82%	84%	77%	82%	83%	84%	83%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			65	1	1	2	3	3	6				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			50	6	1	7	1	6	7				
Total Transit Trips			115	7	2	9	4	9	13				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 510

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	41	1	40	13	1	1	6	2	4	2	3	2	173	26	147	26	32	26
Exit	5	1	4	1	1	1	42	2	40	10	2	2	173	38	135	38	43	38
Total	46	2	44				48	4	44				346	64	282			
	100%	4%	96%				100%	8%	92%				100%	18%	82%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	33	2	31	3	1	1	96	2	94	9	0	0	1073	40	1033	97	2	2
Exit	21	1	20	3	0	0	99	2	97	12	0	0	1073	28	1045	118	2	2
Total	54	3	51				195	4	191				2146	68	2078			
	100%	6%	94%				100%	2%	98%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	1	0	1	0	1	0	6	2	4	0	3	0
Exit	1	1	0	0	0	0	0	0	0	0	0	0	6	2	4	0	0	0
Total	1	1	0				1	0	1				12	4	8			
	100%	100%	0%				100%	0%	100%				100%	33%	67%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	40	31	0	71	4	94	1	99	147	1033	4	1184
Exit	4	20	0	24	40	97	0	137	135	1045	4	1184
Total	44	51	0	95	44	191	1	236	282	2078	8	2368
Single-Use Trip Gen.	46	54	1	101	48	195	1	244	346	2146	12	2504
INTERNAL CAPTURE				**6%**				**3%**				**5%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 511

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	8.7 KSF	ITE (820)	1,387	22	14	36	61	63	124	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	86.2 KSF	ITE (110)	601	70	9	79	10	74	84	88%	12%	12%	88%
Total Trips			**1,988**	**92**	**23**	**115**	**71**	**137**	**208**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-31	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-67	-8	-1	-9	-1	-8	-9				
Total Transit Adjustments			-98	-9	-1	-10	-2	-10	-12				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-161	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-17	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-178	-4	-2	-6	-7	-9	-16				
Internal Trips Within This Block			-84	0	0	0	-3	-3	-6				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				19	12	31	52	52	104				
Office and Light Industrial				60	8	68	7	63	70				
Total External Trips			**1,628**	**79**	**20**	**99**	**59**	**115**	**174**				
New External Trips Percent of Total Project Trips			82%	86%	87%	86%	83%	84%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			36	1	0	1	1	2	3				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			75	9	1	10	1	10	11				
Total Transit Trips			111	10	1	11	2	12	14				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 511

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	60	0	60	19	0	0	9	2	7	3	2	2	259	18	241	39	18	18
Exit	8	0	8	2	0	0	64	1	63	15	1	1	259	24	235	57	24	24
Total	68	0	68				73	3	70				518	42	476			
	100%	0%	100%				100%	4%	96%				100%	8%	92%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	19	0	19	2	0	0	53	1	52	5	0	0	598	24	574	54	0	0
Exit	12	0	12	1	0	0	54	2	52	6	0	0	598	18	580	66	0	0
Total	31	0	31				107	3	104				1196	42	1154			
	100%	0%	100%				100%	3%	97%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	60	19	0	79	7	52	0	59	241	574	0	815
Exit	8	12	0	20	63	52	0	115	235	580	0	815
Total	68	31	0	99	70	104	0	174	476	1154	0	1630
Single-Use Trip Gen.	68	31	0	99	73	107	0	180	518	1196	0	1714
INTERNAL CAPTURE				**0%**				**3%**				**5%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 512

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	26.2 KSF	ITE (820)	2,842	43	27	70	127	132	259	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,842**	**43**	**27**	**70**	**127**	**132**	**259**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-63	-1	-1	-2	-3	-3	-6				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-63	-1	-1	-2	-3	-3	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-330	-5	-3	-8	-15	-15	-30				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-330	-5	-3	-8	-15	-15	-30				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				37	23	60	109	114	223				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,449**	**37**	**23**	**60**	**109**	**114**	**223**				
New External Trips Percent of Total Project Trips			86%	86%	85%	86%	86%	86%	86%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			74	1	1	2	3	4	7				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			74	1	1	2	3	4	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 512

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	37	0
Exit	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	49	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	37	0	37	3	0	0	109	0	109	10	0	0	1225	0	1225	110	0	0
Exit	23	0	23	3	0	0	114	0	114	14	0	0	1225	0	1225	135	0	0
Total	60	0	60				223	0	223				2450	0	2450			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	37	0	37	0	109	0	109	0	1225	0	1225
Exit	0	23	0	23	0	114	0	114	0	1225	0	1225
Total	0	60	0	60	0	223	0	223	0	2450	0	2450
Single-Use Trip Gen.	0	60	0	60	0	223	0	223	0	2450	0	2450
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 513

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	85.9 KSF	ITE (110)	599	70	9	79	10	73	83	88%	12%	12%	88%
Total Trips			**599**	**70**	**9**	**79**	**10**	**73**	**83**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-66	-8	-1	-9	-1	-8	-9				
Total Transit Adjustments			-66	-8	-1	-9	-1	-8	-9				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-17	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-17	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				60	8	68	9	63	72				
Total External Trips			**516**	**60**	**8**	**68**	**9**	**63**	**72**				
New External Trips Percent of Total Project Trips			86%	86%	89%	86%	90%	86%	87%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			75	9	1	10	1	9	10				
Total Transit Trips			75	9	1	10	1	9	10				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 513

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	60	0	60	19	0	0	9	0	9	3	0	0	258	0	258	39	0	0
Exit	8	0	8	2	0	0	63	0	63	14	0	0	258	0	258	57	0	0
Total	68	0	68				72	0	72				516	0	516			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	60	0	0	60	9	0	0	9	258	0	0	258
Exit	8	0	0	8	63	0	0	63	258	0	0	258
Total	68	0	0	68	72	0	0	72	516	0	0	516
Single-Use Trip Gen.	68	0	0	68	72	0	0	72	516	0	0	516
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 514

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	16.2 KSF	ITE (820)	2,080	32	21	53	92	96	188	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	87.4 KSF	ITE (110)	609	70	10	80	10	75	85	88%	12%	12%	88%
Total Trips			**2,689**	**102**	**31**	**133**	**102**	**171**	**273**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-46	-1	0	-1	-2	-2	-4				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-68	-8	-1	-9	-1	-8	-9				
Total Transit Adjustments			-114	-9	-1	-10	-3	-10	-13				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-241	-4	-2	-6	-11	-11	-22				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-17	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-258	-6	-2	-8	-11	-13	-24				
Internal Trips Within This Block			-126	-2	-2	-4	-4	-4	-8				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				26	18	44	77	81	158				
Office and Light Industrial				59	8	67	7	63	70				
Total External Trips			**2,191**	**85**	**26**	**111**	**84**	**144**	**228**				
New External Trips Percent of Total Project Trips			81%	83%	84%	83%	82%	84%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			54	1	0	1	2	3	5				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			76	9	1	10	1	10	11				
Total Transit Trips			130	10	1	11	3	13	16				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 514

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	60	1	59	19	1	1	9	2	7	3	2	2	262	27	235	39	27	27
Exit	9	1	8	2	1	1	65	2	63	15	2	2	262	36	226	58	36	36
Total	69	2	67				74	4	70				524	63	461			
	100%	3%	97%				100%	5%	95%				100%	12%	88%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	27	1	26	2	0	0	79	2	77	7	0	0	897	36	861	81	0	0
Exit	19	1	18	2	0	0	83	2	81	10	0	0	897	27	870	99	0	0
Total	46	2	44				162	4	158				1794	63	1731			
	100%	4%	96%				100%	2%	98%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	59	26	0	85	7	77	0	84	235	861	0	1096
Exit	8	18	0	26	63	81	0	144	226	870	0	1096
Total	67	44	0	111	70	158	0	228	461	1731	0	2192
Single-Use Trip Gen.	69	46	0	115	74	162	0	236	524	1794	0	2318
INTERNAL CAPTURE				**3%**				**3%**				**5%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 515

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	62.6 KSF	ITE (110)	436	51	7	58	7	54	61	88%	12%	12%	88%
Total Trips			**436**	**51**	**7**	**58**	**7**	**54**	**61**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-48	-5	-1	-6	-1	-6	-7				
Total Transit Adjustments			-48	-5	-1	-6	-1	-6	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-12	-2	0	-2	0	-2	-2				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-12	-2	0	-2	0	-2	-2				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				44	6	50	6	46	52				
Total External Trips			**376**	**44**	**6**	**50**	**6**	**46**	**52**				
New External Trips Percent of Total Project Trips			86%	86%	86%	86%	86%	85%	85%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			55	6	1	7	1	7	8				
Total Transit Trips			55	6	1	7	1	7	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 515

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	44	0	44	14	0	0	6	0	6	2	0	0	188	0	188	28	0	0
Exit	6	0	6	1	0	0	46	0	46	11	0	0	188	0	188	41	0	0
Total	50	0	50				52	0	52				376	0	376			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	44	0	0	44	6	0	0	6	188	0	0	188
Exit	6	0	0	6	46	0	0	46	188	0	0	188
Total	50	0	0	50	52	0	0	52	376	0	0	376
Single-Use Trip Gen.	50	0	0	50	52	0	0	52	376	0	0	376
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 516

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	40.0 KSF	ITE (110)	279	33	4	37	5	34	39	88%	12%	12%	88%
Total Trips			**279**	**33**	**4**	**37**	**5**	**34**	**39**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-31	-4	0	-4	0	-4	-4				
Total Transit Adjustments			-31	-4	0	-4	0	-4	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-8	-1	0	-1	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-8	-1	0	-1	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				28	4	32	5	29	34				
Total External Trips			**240**	**28**	**4**	**32**	**5**	**29**	**34**				
New External Trips Percent of Total Project Trips			86%	85%	100%	86%	100%	85%	87%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			35	4	1	5	1	4	5				
Total Transit Trips			35	4	1	5	1	4	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 516

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	28	0	28	9	0	0	5	0	5	2	0	0	120	0	120	18	0	0
Exit	4	0	4	1	0	0	29	0	29	7	0	0	120	0	120	26	0	0
Total	32	0	32				34	0	34				240	0	240			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	28	0	0	28	5	0	0	5	120	0	0	120
Exit	4	0	0	4	29	0	0	29	120	0	0	120
Total	32	0	0	32	34	0	0	34	240	0	0	240
Single-Use Trip Gen.	32	0	0	32	34	0	0	34	240	0	0	240
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 517

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	18.2 KSF	ITE (110)	127	15	2	17	2	16	18	88%	12%	12%	88%
Total Trips			**127**	**15**	**2**	**17**	**2**	**16**	**18**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-14	-2	0	-2	0	-2	-2				
Total Transit Adjustments			-14	-2	0	-2	0	-2	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-4	0	0	0	0	-1	-1				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-4	0	0	0	0	-1	-1				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				0	0	0	0	0	0				
Office and Light Industrial				13	2	15	2	13	15				
Total External Trips			**109**	**13**	**2**	**15**	**2**	**13**	**15**				
New External Trips Percent of Total Project Trips			86%	87%	100%	88%	100%	81%	83%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			16	2	0	2	0	2	2				
Total Transit Trips			16	2	0	2	0	2	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 517

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	13	0	13	4	0	0	2	0	2	1	0	0	55	0	55	8	0	0
Exit	2	0	2	0	0	0	13	0	13	3	0	0	55	0	55	12	0	0
Total	15	0	15				15	0	15				110	0	110			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	13	0	0	13	2	0	0	2	55	0	0	55
Exit	2	0	0	2	13	0	0	13	55	0	0	55
Total	15	0	0	15	15	0	0	15	110	0	0	110
Single-Use Trip Gen.	15	0	0	15	15	0	0	15	110	0	0	110
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 518

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	60 Units	ITE (230)	412	6	28	34	27	13	40	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			412	6	28	34	27	13	40				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	5.5 KSF	ITE (110)	38	4	1	5	1	4	5	88%	12%	12%	88%
Total Trips			**450**	**10**	**29**	**39**	**28**	**17**	**45**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-11	0	-1	-1	-1	0	-1				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			-4	-1	0	-1	0	-1	-1				
Total Transit Adjustments			-15	-1	-1	-2	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-40	-1	-2	-3	-2	-1	-3				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			-1	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-41	-1	-2	-3	-2	-1	-3				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				5	25	30	24	12	36				
Retail				0	0	0	0	0	0				
Office and Light Industrial				3	1	4	1	3	4				
Total External Trips			**394**	**8**	**26**	**34**	**25**	**15**	**40**				
New External Trips Percent of Total Project Trips			88%	80%	90%	87%	89%	88%	89%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			13	0	1	1	1	0	1				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			5	1	0	1	0	1	1				
Total Transit Trips			18	1	1	2	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 518

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	3	0	3	1	0	0	1	0	1	0	0	0	17	0	17	3	0	0
Exit	1	0	1	0	0	0	3	0	3	1	0	0	17	0	17	4	0	0
Total	4	0	4				4	0	4				34	0	34			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	13	0	0	0	0	0	6	0	0	0	0	0	69	0
Exit	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0	0	60	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	5	0	5	0	0	0	24	0	24	0	0	0	181	0	181	7	0	0
Exit	25	0	25	0	0	0	12	0	12	0	0	0	181	0	181	0	0	0
Total	30	0	30				36	0	36				362	0	362			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	3	0	5	8	1	0	24	25	17	0	181	198
Exit	1	0	25	26	3	0	12	15	17	0	181	198
Total	4	0	30	34	4	0	36	40	34	0	362	396
Single-Use Trip Gen.	4	0	30	34	4	0	36	40	34	0	362	396
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 519

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number 519

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	205 Units	ITE (232)	997	17	71	88	53	32	85	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			997	17	71	88	53	32	85				
Retail	5.0 KSF	ITE (820)	963	16	10	26	42	43	85	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,960**	**33**	**81**	**114**	**95**	**75**	**170**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-26	-1	-2	-3	-2	-1	-3				
Retail (-2.2%)			-21	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-47	-2	-2	-4	-3	-2	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-96	-1	-6	-7	-4	-3	-7				
Retail (-11.6%)			-112	-2	-1	-3	-5	-5	-10				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-208	-3	-7	-10	-9	-8	-17				
Internal Trips Within This Block			-166	-2	-2	-4	-7	-7	-14				
New External Trips													
Residential				14	62	76	43	25	68				
Retail				12	8	20	33	33	66				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,539**	**26**	**70**	**96**	**76**	**58**	**134**				
New External Trips Percent of Total Project Trips			79%	79%	86%	84%	80%	77%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			32	1	3	4	2	1	3				
Retail (2.6%)			25	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			57	2	3	5	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	12	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	17	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	13	1	12	1	33	1	36	3	33	3	15	3	415	37	378	37	166	37
Exit	9	1	8	1	5	1	37	4	33	4	15	4	415	46	369	46	145	46
Total	22	2	20				73	7	66				830	83	747			
	100%	9%	91%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	15	1	14	0	0	0	47	4	43	1	0	0	438	46	392	18	0	0
Exit	63	1	62	0	0	0	28	3	25	0	0	0	438	37	401	0	0	0
Total	78	2	76				75	7	68				876	83	793			
	100%	3%	97%				100%	9%	91%				100%	9%	91%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	12	14	26	0	33	43	76	0	378	392	770
Exit	0	8	62	70	0	33	25	58	0	369	401	770
Total	0	20	76	96	0	66	68	134	0	747	793	1540
Single-Use Trip Gen.	0	22	78	100	0	73	75	148	0	830	876	1706
INTERNAL CAPTURE				**4%**				**9%**				**10%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	286 Units	ITE (232)	1,302	21	91	112	70	43	113	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,302	21	91	112	70	43	113				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,302**	**21**	**91**	**112**	**70**	**43**	**113**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-34	-1	-3	-4	-2	-2	-4				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-34	-1	-3	-4	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-125	-2	-7	-9	-6	-4	-10				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-125	-2	-7	-9	-6	-4	-10				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				18	81	99	62	37	99				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,143**	**18**	**81**	**99**	**62**	**37**	**99**				
New External Trips Percent of Total Project Trips			88%	86%	89%	88%	89%	86%	88%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			42	1	4	5	2	2	4				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			42	1	4	5	2	2	4				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	43	0	0	0	0	0	20	0	0	0	0	0	217	0
Exit	0	0	0	0	6	0	0	0	0	0	19	0	0	0	0	0	189	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	18	0	18	0	0	0	62	0	62	1	0	0	572	0	572	23	0	0
Exit	81	0	81	0	0	0	37	0	37	0	0	0	572	0	572	0	0	0
Total	99	0	99				99	0	99				1144	0	1144			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	0	18	18	0	0	62	62	0	0	572	572
Exit	0	0	81	81	0	0	37	37	0	0	572	572
Total	0	0	99	99	0	0	99	99	0	0	1144	1144
Single-Use Trip Gen.	0	0	99	99	0	0	99	99	0	0	1144	1144
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1c

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	127 Units	ITE (230)	792	11	52	63	49	24	73	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			792	11	52	63	49	24	73				
Retail	6.1 KSF	ITE (820)	1,101	18	12	30	48	49	97	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,893**	**29**	**64**	**93**	**97**	**73**	**170**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-21	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-24	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-45	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-76	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-128	-2	-1	-3	-5	-6	-11				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-204	-3	-5	-8	-9	-8	-17				
Internal Trips Within This Block			-190	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				9	45	54	39	17	56				
Retail				14	10	24	38	37	75				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,454**	**23**	**55**	**78**	**77**	**54**	**131**				
New External Trips Percent of Total Project Trips			77%	79%	86%	84%	79%	74%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			25	1	2	3	2	1	3				
Retail (2.6%)			29	1	0	1	1	2	3				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			54	2	2	4	3	3	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-1c

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	19	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	15	1	14	1	24	1	42	4	38	4	11	4	475	43	432	43	132	43
Exit	11	1	10	1	3	1	42	5	37	5	14	5	475	52	423	52	115	52
Total	26	2	24				84	9	75				950	95	855			
	100%	8%	92%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	10	1	9	0	0	0	44	5	39	1	0	0	348	52	296	14	0	0
Exit	46	1	45	0	0	0	21	4	17	0	0	0	348	43	305	0	0	0
Total	56	2	54				65	9	56				696	95	601			
	100%	4%	96%				100%	14%	86%				100%	14%	86%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	14	9	23	0	38	39	77	0	432	296	728
Exit	0	10	45	55	0	37	17	54	0	423	305	728
Total	0	24	54	78	0	75	56	131	0	855	601	1456
Single-Use Trip Gen.	0	26	56	82	0	84	65	149	0	950	696	1646
INTERNAL CAPTURE				**5%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-3

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	213 Units	ITE (230)	1,242	16	79	95	75	37	112	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,242	16	79	95	75	37	112				
Retail	13.4 KSF	ITE (820)	1,837	29	18	47	81	84	165	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**3,079**	**45**	**97**	**142**	**156**	**121**	**277**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-32	-1	-2	-3	-2	-1	-3				
Retail (-2.2%)			-40	-1	0	-1	-2	-2	-4				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-72	-2	-2	-4	-4	-3	-7				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-119	-1	-7	-8	-7	-3	-10				
Retail (-11.6%)			-213	-3	-2	-5	-9	-10	-19				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-332	-4	-9	-13	-16	-13	-29				
Internal Trips Within This Block			-316	-4	-4	-8	-15	-15	-30				
New External Trips													
Residential				12	68	80	57	27	84				
Retail				23	14	37	64	63	127				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**2,359**	**35**	**82**	**117**	**121**	**90**	**211**				
New External Trips Percent of Total Project Trips			77%	78%	85%	82%	78%	74%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			40	1	3	4	3	1	4				
Retail (2.6%)			48	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			88	2	3	5	5	3	8				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-3

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	24	0
Exit	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	32	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	25	2	23	2	37	2	70	6	64	6	17	6	792	71	721	71	207	71
Exit	16	2	14	2	4	2	72	9	63	9	20	9	792	87	705	87	180	87
Total	41	4	37				142	15	127				1584	158	1426			
	100%	10%	90%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	14	2	12	0	0	0	66	9	57	1	0	0	546	87	459	22	0	0
Exit	70	2	68	0	0	0	33	6	27	0	0	0	546	71	475	0	0	0
Total	84	4	80				99	15	84				1092	158	934			
	100%	5%	95%				100%	15%	85%				100%	14%	86%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	23	12	35	0	64	57	121	0	721	459	1180
Exit	0	14	68	82	0	63	27	90	0	705	475	1180
Total	0	37	80	117	0	127	84	211	0	1426	934	2360
Single-Use Trip Gen.	0	41	84	125	0	142	99	241	0	1584	1092	2676
INTERNAL CAPTURE				**6%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-4

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	140 Units	ITE (232)	751	13	56	69	39	24	63	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			751	13	56	69	39	24	63				
Retail	10.2 KSF	ITE (820)	1,540	24	16	40	68	70	138	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,291**	**37**	**72**	**109**	**107**	**94**	**201**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-20	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-34	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-54	-1	-2	-3	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-72	-1	-4	-5	-3	-2	-5				
Retail (-11.6%)			-179	-3	-2	-5	-8	-8	-16				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-251	-4	-6	-10	-11	-10	-21				
Internal Trips Within This Block			-266	-4	-4	-8	-12	-12	-24				
New External Trips													
Residential				10	48	58	28	16	44				
Retail				18	12	30	54	53	107				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,720**	**28**	**60**	**88**	**82**	**69**	**151**				
New External Trips Percent of Total Project Trips			75%	76%	83%	81%	77%	73%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			24	1	2	3	1	1	2				
Retail (2.6%)			40	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			64	2	2	4	3	3	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-4

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	20	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	27	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	20	2	18	2	27	2	59	5	54	5	11	5	664	60	604	60	125	60
Exit	14	2	12	2	4	2	60	7	53	7	11	7	664	73	591	73	109	73
Total	34	4	30				119	12	107				1328	133	1195			
	100%	12%	88%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	12	2	10	0	0	0	35	7	28	1	0	0	330	73	257	13	0	0
Exit	50	2	48	0	0	0	21	5	16	0	0	0	330	60	270	0	0	0
Total	62	4	58				56	12	44				660	133	527			
	100%	6%	94%				100%	21%	79%				100%	20%	80%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	18	10	28	0	54	28	82	0	604	257	861
Exit	0	12	48	60	0	53	16	69	0	591	270	861
Total	0	30	58	88	0	107	44	151	0	1195	527	1722
Single-Use Trip Gen.	0	34	62	96	0	119	56	175	0	1328	660	1988
INTERNAL CAPTURE				**8%**				**14%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-5a

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	188 Units	ITE (232)	932	16	67	83	49	30	79	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			932	16	67	83	49	30	79				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**932**	**16**	**67**	**83**	**49**	**30**	**79**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-24	-1	-2	-3	-1	-1	-2				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-24	-1	-2	-3	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-89	-1	-6	-7	-4	-3	-7				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-89	-1	-6	-7	-4	-3	-7				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				14	59	73	44	26	70				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**819**	**14**	**59**	**73**	**44**	**26**	**70**				
New External Trips Percent of Total Project Trips			88%	88%	88%	88%	90%	87%	89%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			30	1	2	3	2	1	3				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			30	1	2	3	2	1	3				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-5a

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	31	0	0	0	0	0	14	0	0	0	0	0	156	0
Exit	0	0	0	0	4	0	0	0	0	0	14	0	0	0	0	0	135	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	14	0	14	0	0	0	44	0	44	1	0	0	410	0	410	16	0	0
Exit	59	0	59	0	0	0	26	0	26	0	0	0	410	0	410	0	0	0
Total	73	0	73				70	0	70				820	0	820			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	14	14	0	0	44	44	0	0	410	410
Exit	0	0	59	59	0	0	26	26	0	0	410	410
Total	0	0	73	73	0	0	70	70	0	0	820	820
Single-Use Trip Gen.	0	0	73	73	0	0	70	70	0	0	820	820
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-5b

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	97 Units	ITE (230)	626	9	41	50	40	19	59	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			626	9	41	50	40	19	59				
Retail	7.4 KSF	ITE (820)	1,245	20	13	33	54	57	111	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,871**	**29**	**54**	**83**	**94**	**76**	**170**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-16	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-27	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-43	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-60	-1	-3	-4	-3	-2	-5				
Retail (-11.6%)			-144	-2	-2	-4	-6	-7	-13				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-204	-3	-5	-8	-9	-9	-18				
Internal Trips Within This Block			-214	-3	-3	-6	-10	-10	-20				
New External Trips													
Residential				7	34	41	30	12	42				
Retail				16	10	26	43	43	86				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,410**	**22**	**44**	**66**	**73**	**55**	**128**				
New External Trips Percent of Total Project Trips			75%	76%	81%	80%	78%	72%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			20	0	2	2	1	1	2				
Retail (2.6%)			32	1	0	1	1	2	3				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			52	1	2	3	2	3	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-5b

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	16	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	21	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	17	2	15	2	19	2	47	4	43	4	8	4	537	48	489	48	105	48
Exit	11	1	10	1	2	1	49	6	43	6	11	6	537	59	478	59	91	59
Total	28	3	25				96	10	86				1074	107	967			
	100%	11%	89%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	8	1	7	0	0	0	36	6	30	1	0	0	275	59	216	11	0	0
Exit	36	2	34	0	0	0	16	4	12	0	0	0	275	48	227	0	0	0
Total	44	3	41				52	10	42				550	107	443			
	100%	7%	93%				100%	19%	81%				100%	19%	81%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	15	7	22	0	43	30	73	0	489	216	705
Exit	0	10	34	44	0	43	12	55	0	478	227	705
Total	0	25	41	66	0	86	42	128	0	967	443	1410
Single-Use Trip Gen.	0	28	44	72	0	96	52	148	0	1074	550	1624
INTERNAL CAPTURE				**8%**				**14%**				**13%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-6

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	243 Units	ITE (230)	1,393	18	87	105	84	41	125	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,393	18	87	105	84	41	125				
Retail	5.6 KSF	ITE (820)	1,039	17	11	28	45	47	92	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,432**	**35**	**98**	**133**	**129**	**88**	**217**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-36	-1	-3	-4	-3	-1	-4				
Retail (-2.2%)			-23	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-59	-2	-3	-5	-4	-2	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-134	-1	-7	-8	-7	-4	-11				
Retail (-11.6%)			-121	-2	-1	-3	-5	-6	-11				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-255	-3	-8	-11	-12	-10	-22				
Internal Trips Within This Block			-178	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				15	76	91	69	32	101				
Retail				13	9	22	35	35	70				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,940**	**28**	**85**	**113**	**104**	**67**	**171**				
New External Trips Percent of Total Project Trips			80%	80%	87%	85%	81%	76%	79%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			45	1	3	4	3	2	5				
Retail (2.6%)			27	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			72	2	3	5	4	3	7				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-6

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	13	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	18	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	14	1	13	1	41	1	39	4	35	4	19	4	448	40	408	40	233	40
Exit	10	1	9	1	5	1	40	5	35	5	23	5	448	49	399	49	202	49
Total	24	2	22				79	9	70				896	89	807			
	100%	8%	92%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	16	1	15	0	0	0	74	5	69	1	0	0	612	49	563	24	0	0
Exit	77	1	76	0	0	0	36	4	32	0	0	0	612	40	572	0	0	0
Total	93	2	91				110	9	101				1224	89	1135			
	100%	2%	98%				100%	8%	92%				100%	7%	93%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	13	15	28	0	35	69	104	0	408	563	971
Exit	0	9	76	85	0	35	32	67	0	399	572	971
Total	0	22	91	113	0	70	101	171	0	807	1135	1942
Single-Use Trip Gen.	0	24	93	117	0	79	110	189	0	896	1224	2120
INTERNAL CAPTURE				**3%**				**10%**				**8%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-7

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	123 Units	ITE (230)	770	10	51	61	48	23	71	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			770	10	51	61	48	23	71				
Retail	5.8 KSF	ITE (820)	1,072	18	11	29	47	48	95	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,842**	**28**	**62**	**90**	**95**	**71**	**166**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-20	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-24	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-44	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-74	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-124	-2	-1	-3	-5	-6	-11				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-198	-3	-5	-8	-9	-8	-17				
Internal Trips Within This Block			-186	-2	-2	-4	-9	-9	-18				
New External Trips													
Residential				8	44	52	38	16	54				
Retail				14	9	23	37	36	73				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,414**	**22**	**53**	**75**	**75**	**52**	**127**				
New External Trips Percent of Total Project Trips			77%	79%	85%	83%	79%	73%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			25	0	3	3	2	1	3				
Retail (2.6%)			28	1	0	1	1	1	2				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			53	1	3	4	3	2	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-7

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	14	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	18	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	15	1	14	1	24	1	41	4	37	4	11	4	462	42	420	42	128	42
Exit	10	1	9	1	3	1	41	5	36	5	13	5	462	51	411	51	112	51
Total	25	2	23				82	9	73				924	93	831			
	100%	8%	92%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	1	8	0	0	0	43	5	38	1	0	0	338	51	287	14	0	0
Exit	45	1	44	0	0	0	20	4	16	0	0	0	338	42	296	0	0	0
Total	54	2	52				63	9	54				676	93	583			
	100%	4%	96%				100%	14%	86%				100%	14%	86%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	14	8	22	0	37	38	75	0	420	287	707
Exit	0	9	44	53	0	36	16	52	0	411	296	707
Total	0	23	52	75	0	73	54	127	0	831	583	1414
Single-Use Trip Gen.	0	25	54	79	0	82	63	145	0	924	676	1600
INTERNAL CAPTURE				**5%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-8

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	83 Units	ITE (230)	547	7	37	44	35	17	52	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			547	7	37	44	35	17	52				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**547**	**7**	**37**	**44**	**35**	**17**	**52**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-14	0	-1	-1	-1	-1	-2				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-14	0	-1	-1	-1	-1	-2				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-53	0	-3	-3	-3	-1	-4				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-53	0	-3	-3	-3	-1	-4				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				7	33	40	31	15	46				
Retail				0	0	0	0	0	0				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**480**	**7**	**33**	**40**	**31**	**15**	**46**				
New External Trips Percent of Total Project Trips			88%	100%	89%	91%	89%	88%	88%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			18	0	2	2	1	1	2				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			18	0	2	2	1	1	2				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-8

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	17	0	0	0	0	0	8	0	0	0	0	0	91	0
Exit	0	0	0	0	2	0	0	0	0	0	10	0	0	0	0	0	79	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	7	0	7	0	0	0	31	0	31	1	0	0	240	0	240	10	0	0
Exit	33	0	33	0	0	0	15	0	15	0	0	0	240	0	240	0	0	0
Total	40	0	40				46	0	46				480	0	480			
	100%	0%	100%				100%	0%	100%				100%	0%	100%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	7	7	0	0	31	31	0	0	240	240
Exit	0	0	33	33	0	0	15	15	0	0	240	240
Total	0	0	40	40	0	0	46	46	0	0	480	480
Single-Use Trip Gen.	0	0	40	40	0	0	46	46	0	0	480	480
INTERNAL CAPTURE				**0%**				**0%**				**0%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-9

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	0.0 KSF	ITE (820)	0	0	0	0	0	0	0	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			0	0	0	0	0	0	0				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			0	0	0	0	0	0	0				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			0	0	0	0	0	0	0				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			0	0	0	0	0	0	0				
Internal Trips Within This Block			0	0	0	0	0	0	0				
New External Trips													
Residential				######	#####	#####	#####	#####	####				
Retail				######	#####	#####	#####	#####	####				
Office and Light Industrial				######	#####	#####	#####	#####	####				
Total External Trips			**0**	**0**	**0**	**0**	**0**	**0**	**0**				
New External Trips Percent of Total Project Trips			#DIV/0!	######	#####	#####	#####	#####	####				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			0	0	0	0	0	0	0				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			0	0	0	0	0	0	0				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-9

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	0	0	0	0	0	0	0	0	0	0	0
Exit	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
Single-Use Trip Gen.	0	0	0	0	0	0	0	0	0	0	0	0
INTERNAL CAPTURE				#####				#####				#####

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-10

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	231 Units	ITE (232)	1,095	18	78	96	58	36	94	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			1,095	18	78	96	58	36	94				
Retail	8.0 KSF	ITE (820)	1,316	21	14	35	57	60	117	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,411**	**39**	**92**	**131**	**115**	**96**	**211**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-28	-1	-2	-3	-2	-1	-3				
Retail (-2.2%)			-29	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-57	-2	-2	-4	-3	-3	-6				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-105	-2	-6	-8	-5	-3	-8				
Retail (-11.6%)			-153	-2	-2	-4	-7	-7	-14				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-258	-4	-8	-12	-12	-10	-22				
Internal Trips Within This Block			-226	-3	-3	-6	-10	-10	-20				
New External Trips													
Residential				14	68	82	45	28	73				
Retail				17	11	28	45	45	90				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,870**	**30**	**79**	**109**	**90**	**73**	**163**				
New External Trips Percent of Total Project Trips			78%	77%	86%	83%	78%	76%	77%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			35	1	3	4	2	1	3				
Retail (2.6%)			34	1	0	1	1	2	3				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			69	2	3	5	3	3	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-10

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	17	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	23	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	18	2	16	2	37	2	49	4	45	4	17	4	567	51	516	51	183	51
Exit	12	1	11	1	5	1	51	6	45	6	16	6	567	62	505	62	159	62
Total	30	3	27				100	10	90				1134	113	1021			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	15	1	14	0	0	0	51	6	45	1	0	0	481	62	419	19	0	0
Exit	70	2	68	0	0	0	32	4	28	0	0	0	481	51	430	0	0	0
Total	85	3	82				83	10	73				962	113	849			
	100%	4%	96%				100%	12%	88%				100%	12%	88%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	16	14	30	0	45	45	90	0	516	419	935
Exit	0	11	68	79	0	45	28	73	0	505	430	935
Total	0	27	82	109	0	90	73	163	0	1021	849	1870
Single-Use Trip Gen.	0	30	85	115	0	100	83	183	0	1134	962	2096
INTERNAL CAPTURE				**5%**				**11%**				**11%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-11

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	138 Units	ITE (230)	851	11	56	67	52	26	78	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			851	11	56	67	52	26	78				
Retail	7.2 KSF	ITE (820)	1,228	20	13	33	53	56	109	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,079**	**31**	**69**	**100**	**105**	**82**	**187**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-22	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-27	-1	0	-1	-1	-1	-2				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-49	-1	-2	-3	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-82	-1	-4	-5	-5	-2	-7				
Retail (-11.6%)			-142	-2	-2	-4	-6	-7	-13				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-224	-3	-6	-9	-11	-9	-20				
Internal Trips Within This Block			-212	-3	-3	-6	-10	-10	-20				
New External Trips													
Residential				9	48	57	40	19	59				
Retail				16	10	26	42	42	84				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,594**	**24**	**58**	**82**	**82**	**61**	**143**				
New External Trips Percent of Total Project Trips			77%	77%	84%	82%	78%	74%	76%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			27	0	3	3	2	1	3				
Retail (2.6%)			32	1	0	1	1	2	3				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			59	1	3	4	3	3	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-11

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	16	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	21	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	17	2	15	2	27	2	46	4	42	4	12	4	530	48	482	48	142	48
Exit	11	1	10	1	3	1	48	6	42	6	14	6	530	58	472	58	123	58
Total	28	3	25				94	10	84				1060	106	954			
	100%	11%	89%				100%	11%	89%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	10	1	9	0	0	0	46	6	40	1	0	0	374	58	316	15	0	0
Exit	50	2	48	0	0	0	23	4	19	0	0	0	374	48	326	0	0	0
Total	60	3	57				69	10	59				748	106	642			
	100%	5%	95%				100%	14%	86%				100%	14%	86%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	15	9	24	0	42	40	82	0	482	316	798
Exit	0	10	48	58	0	42	19	61	0	472	326	798
Total	0	25	57	82	0	84	59	143	0	954	642	1596
Single-Use Trip Gen.	0	28	60	88	0	94	69	163	0	1060	748	1808
INTERNAL CAPTURE				**7%**				**12%**				**12%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-12

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	114 Units	ITE (230)	721	10	47	57	45	22	67	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			721	10	47	57	45	22	67				
Retail	12.6 KSF	ITE (820)	1,763	27	18	45	77	81	158	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,484**	**37**	**65**	**102**	**122**	**103**	**225**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-19	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-39	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-58	-1	-2	-3	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-69	-1	-4	-5	-4	-2	-6				
Retail (-11.6%)			-205	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-274	-4	-6	-10	-13	-11	-24				
Internal Trips Within This Block			-304	-4	-4	-8	-14	-14	-28				
New External Trips													
Residential				7	39	46	32	13	45				
Retail				21	14	35	61	62	123				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,848**	**28**	**53**	**81**	**93**	**75**	**168**				
New External Trips Percent of Total Project Trips			74%	76%	82%	79%	76%	73%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			23	0	2	2	1	1	2				
Retail (2.6%)			46	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			69	1	2	3	3	3	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-12

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	23	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	30	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	23	2	21	2	22	2	67	6	61	6	10	6	760	68	692	68	120	68
Exit	16	2	14	2	3	2	70	8	62	8	12	8	760	84	676	84	105	84
Total	39	4	35				137	14	123				1520	152	1368			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	9	2	7	0	0	0	40	8	32	1	0	0	317	84	233	13	0	0
Exit	41	2	39	0	0	0	19	6	13	0	0	0	317	68	249	0	0	0
Total	50	4	46				59	14	45				634	152	482			
	100%	8%	92%				100%	24%	76%				100%	24%	76%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	21	7	28	0	61	32	93	0	692	233	925
Exit	0	14	39	53	0	62	13	75	0	676	249	925
Total	0	35	46	81	0	123	45	168	0	1368	482	1850
Single-Use Trip Gen.	0	39	50	89	0	137	59	196	0	1520	634	2154
INTERNAL CAPTURE				**9%**				**14%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-13

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	17.4 KSF	ITE (820)	2,180	34	21	55	97	100	197	61%	39%	49%	51%
Office	278.6 KSF	ITE (710)	2,937	375	51	426	66	325	391	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**5,117**	**409**	**72**	**481**	**163**	**425**	**588**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-48	-1	0	-1	-2	-2	-4				
Office (-11.1%)			-326	-41	-6	-47	-7	-36	-43				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-374	-42	-6	-48	-9	-38	-47				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-253	-4	-2	-6	-11	-12	-23				
Office (-2.8%)			-82	-11	-1	-12	-2	-9	-11				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-335	-15	-3	-18	-13	-21	-34				
Internal Trips Within This Block			-132	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				28	18	46	82	83	165				
Office and Light Industrial				322	43	365	54	278	332				
Total External Trips			**4,276**	**350**	**61**	**411**	**136**	**361**	**497**				
New External Trips Percent of Total Project Trips			84%	86%	85%	85%	83%	85%	85%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			57	1	0	1	2	3	5				
Office (12.5%)			367	47	6	53	8	41	49				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			424	48	6	54	10	44	54				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-13

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	323	1	322	100	1	1	57	3	54	18	3	3	1265	28	1237	190	28	28
Exit	44	1	43	10	1	1	280	2	278	64	2	2	1265	38	1227	278	38	38
Total	367	2	365				337	5	332				2530	66	2464			
	100%	1%	99%				100%	1%	99%				100%	3%	97%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	29	1	28	3	0	0	84	2	82	8	0	0	940	38	902	85	0	0
Exit	19	1	18	2	0	0	86	3	83	10	0	0	940	28	912	103	0	0
Total	48	2	46				170	5	165				1880	66	1814			
	100%	4%	96%				100%	3%	97%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	25	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	322	28	0	350	54	82	0	136	1237	902	0	2139
Exit	43	18	0	61	278	83	0	361	1227	912	0	2139
Total	365	46	0	411	332	165	0	497	2464	1814	0	4278
Single-Use Trip Gen.	367	48	0	415	337	170	0	507	2530	1880	0	4410
INTERNAL CAPTURE				**1%**				**2%**				**3%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-14

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	17.7 KSF	ITE (820)	2,201	34	21	55	98	101	199	61%	39%	49%	51%
Office	263.9 KSF	ITE (710)	2,816	359	49	408	64	310	374	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**5,017**	**393**	**70**	**463**	**162**	**411**	**573**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-48	-1	0	-1	-2	-2	-4				
Office (-11.1%)			-313	-40	-5	-45	-7	-35	-42				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-361	-41	-5	-46	-9	-37	-46				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-255	-4	-2	-6	-11	-12	-23				
Office (-2.8%)			-79	-10	-1	-11	-2	-8	-10				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-334	-14	-3	-17	-13	-20	-33				
Internal Trips Within This Block			-132	-2	-2	-4	-5	-5	-10				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				28	18	46	83	84	167				
Office and Light Industrial				308	42	350	52	265	317				
Total External Trips			**4,190**	**336**	**60**	**396**	**135**	**349**	**484**				
New External Trips Percent of Total Project Trips			84%	85%	86%	86%	83%	85%	84%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			57	1	0	1	2	3	5				
Office (12.5%)			352	45	6	51	8	39	47				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			409	46	6	52	10	42	52				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-14

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	309	1	308	96	1	1	55	3	52	17	3	3	1212	28	1184	182	28	28
Exit	43	1	42	10	1	1	267	2	265	61	2	2	1212	38	1174	267	38	38
Total	352	2	350				322	5	317				2424	66	2358			
	100%	1%	99%				100%	2%	98%				100%	3%	97%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	29	1	28	3	0	0	85	2	83	8	0	0	949	38	911	85	0	0
Exit	19	1	18	2	0	0	87	3	84	10	0	0	949	28	921	104	0	0
Total	48	2	46				172	5	167				1898	66	1832			
	100%	4%	96%				100%	3%	97%				100%	3%	97%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	24	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	308	28	0	336	52	83	0	135	1184	911	0	2095
Exit	42	18	0	60	265	84	0	349	1174	921	0	2095
Total	350	46	0	396	317	167	0	484	2358	1832	0	4190
Single-Use Trip Gen.	352	48	0	400	322	172	0	494	2424	1898	0	4322
INTERNAL CAPTURE				**1%**				**2%**				**3%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-15

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	73 Units	ITE (230)	489	7	33	40	31	15	46	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			489	7	33	40	31	15	46				
Retail	12.2 KSF	ITE (820)	1,727	27	17	44	76	79	155	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**2,216**	**34**	**50**	**84**	**107**	**94**	**201**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-13	0	-1	-1	-1	0	-1				
Retail (-2.2%)			-38	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-51	-1	-1	-2	-2	-2	-4				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-47	-1	-2	-3	-3	-1	-4				
Retail (-11.6%)			-200	-3	-2	-5	-9	-9	-18				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-247	-4	-4	-8	-12	-10	-22				
Internal Trips Within This Block			-276	-4	-4	-8	-14	-14	-28				
New External Trips													
Residential				4	28	32	19	8	27				
Retail				21	13	34	60	60	120				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,642**	**25**	**41**	**66**	**79**	**68**	**147**				
New External Trips Percent of Total Project Trips			74%	74%	82%	79%	74%	72%	73%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			16	0	2	2	1	1	2				
Retail (2.6%)			45	1	0	1	2	2	4				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			61	1	2	3	3	3	6				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-15

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	22	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	30	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	23	2	21	2	16	2	66	6	60	6	7	6	745	67	678	67	82	67
Exit	15	2	13	2	2	2	68	8	60	8	8	8	745	71	674	82	71	71
Total	38	4	34				134	14	120				1490	138	1352			
	100%	11%	89%				100%	10%	90%				100%	9%	91%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	6	2	4	0	0	0	27	8	19	1	0	0	215	71	144	9	0	0
Exit	30	2	28	0	0	0	14	6	8	0	0	0	215	67	148	0	0	0
Total	36	4	32				41	14	27				430	138	292			
	100%	11%	89%				100%	34%	66%				100%	32%	68%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	0	21	4	25	0	60	19	79	0	678	144	822
Exit	0	13	28	41	0	60	8	68	0	674	148	822
Total	0	34	32	66	0	120	27	147	0	1352	292	1644
Single-Use Trip Gen.	0	38	36	74	0	134	41	175	0	1490	430	1920
INTERNAL CAPTURE				**11%**				**16%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-16

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	89 Units	ITE (230)	581	8	39	47	37	18	55	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			581	8	39	47	37	18	55				
Retail	7.6 KSF	ITE (820)	1,276	21	13	34	56	58	114	61%	39%	49%	51%
Office	0.0 KSF	ITE (710)	0	0	0	0	0	0	0	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**1,857**	**29**	**52**	**81**	**93**	**76**	**169**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-15	0	-2	-2	-1	-1	-2				
Retail (-2.2%)			-28	-1	0	-1	-1	-2	-3				
Office (-11.1%)			0	0	0	0	0	0	0				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-43	-1	-2	-3	-2	-3	-5				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-56	-1	-3	-4	-3	-2	-5				
Retail (-11.6%)			-148	-2	-2	-4	-6	-7	-13				
Office (-2.8%)			0	0	0	0	0	0	0				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-204	-3	-5	-8	-9	-9	-18				
Internal Trips Within This Block			-222	-3	-3	-6	-10	-10	-20				
New External Trips													
Residential				6	32	38	27	11	38				
Retail				17	10	27	45	43	88				
Office and Light Industrial				0	0	0	0	0	0				
Total External Trips			**1,388**	**22**	**42**	**64**	**72**	**54**	**126**				
New External Trips Percent of Total Project Trips			75%	76%	81%	79%	77%	71%	75%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			19	0	2	2	1	1	2				
Retail (2.6%)			33	1	0	1	1	2	3				
Office (12.5%)			0	0	0	0	0	0	0				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			52	1	2	3	2	3	5				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-16

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	17	0
Exit	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	22	0
Total	0	0	0				0	0	0				0	0	0			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	18	2	16	2	18	2	49	4	45	4	8	4	550	50	500	50	97	50
Exit	11	1	10	1	2	1	49	6	43	6	10	6	550	61	489	61	84	61
Total	29	3	26				98	10	88				1100	111	989			
	100%	10%	90%				100%	10%	90%				100%	10%	90%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	7	1	6	0	0	0	33	6	27	1	0	0	255	61	194	10	0	0
Exit	34	2	32	0	0	0	15	4	11	0	0	0	255	50	205	0	0	0
Total	41	3	38				48	10	38				510	111	399			
	100%	7%	93%				100%	21%	79%				100%	22%	78%			

Net External Trips	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***	***Office***	***Ret.***	***Res.***	***Total***
Enter	0	16	6	22	0	45	27	72	0	500	194	694
Exit	0	10	32	42	0	43	11	54	0	489	205	694
Total	0	26	38	64	0	88	38	126	0	989	399	1388
Single-Use Trip Gen.	0	29	41	70	0	98	48	146	0	1100	510	1610
INTERNAL CAPTURE				**9%**				**14%**				**14%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-17

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	0 Units	ITE (230)	0	0	0	0	0	0	0	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	0 Units	ITE (232)	0	0	0	0	0	0	0	19%	81%	62%	38%
Hotel	0 rooms	ITE (310)	0	0	0	0	0	0	0	61%	39%	53%	47%
Subtotal Residential			0	0	0	0	0	0	0				
Retail	6.9 KSF	ITE (820)	1,199	20	12	32	52	54	106	61%	39%	49%	51%
Office	297.1 KSF	ITE (710)	3,086	394	54	448	70	342	412	88%	12%	17%	83%
Light Industrial	0.0 KSF	ITE (110)	0	0	0	0	0	0	0	88%	12%	12%	88%
Total Trips			**4,285**	**414**	**66**	**480**	**122**	**396**	**518**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			0	0	0	0	0	0	0				
Retail (-2.2%)			-26	-1	0	-1	-1	-1	-2				
Office (-11.1%)			-343	-44	-6	-50	-8	-38	-46				
Light Industrial (-11.1%)			0	0	0	0	0	0	0				
Total Transit Adjustments			-369	-45	-6	-51	-9	-39	-48				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			0	0	0	0	0	0	0				
Retail (-11.6%)			-139	-2	-2	-4	-6	-6	-12				
Office (-2.8%)			-86	-11	-2	-13	-2	-10	-12				
Light Industrial (-2.8%)			0	0	0	0	0	0	0				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-225	-13	-4	-17	-8	-16	-24				
Internal Trips Within This Block			-74	0	0	0	-2	-2	-4				
New External Trips													
Residential				0	0	0	0	0	0				
Retail				17	10	27	44	46	90				
Office and Light Industrial				339	46	385	59	293	352				
Total External Trips			**3,617**	**356**	**56**	**412**	**103**	**339**	**442**				
New External Trips Percent of Total Project Trips			84%	86%	85%	86%	84%	86%	85%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			0	0	0	0	0	0	0				
Retail (2.6%)			31	1	0	1	1	2	3				
Office (12.5%)			386	49	7	56	9	43	52				
Light Industrial (12.5%)			0	0	0	0	0	0	0				
Total Transit Trips			417	50	7	57	10	45	55				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
Parcel Number T9-17

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	339	0	339	105	0	0	60	1	59	19	1	1	1329	16	1313	199	16	16
Exit	46	0	46	11	0	0	294	1	293	68	1	1	1329	21	1308	292	21	21
Total	385	0	385				354	2	352				2658	37	2621			
	100%	0%	100%				100%	1%	99%				100%	1%	99%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	17	0	17	2	0	0	45	1	44	4	0	0	517	21	496	47	0	0
Exit	10	0	10	1	0	0	47	1	46	6	0	0	517	16	501	57	0	0
Total	27	0	27				92	2	90				1034	37	997			
	100%	0%	100%				100%	2%	98%				100%	4%	96%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	27	0
Exit	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			
	100%	0%	0%				100%	0%	0%				100%	0%	0%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*	*Office*	*Ret.*	*Res.*	*Total*
Enter	339	17	0	356	59	44	0	103	1313	496	0	1809
Exit	46	10	0	56	293	46	0	339	1308	501	0	1809
Total	385	27	0	412	352	90	0	442	2621	997	0	3618
Single-Use Trip Gen.	385	27	0	412	354	92	0	446	2658	1034	0	3692
INTERNAL CAPTURE				**0%**				**1%**				**2%**

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

River District Specific Plan Traffic Study - Trip Generation
Land Use Alternative A
All Blocks

Trip Generation Land Use Category	Amount	Source	Trips Generated							Distribution			
			Weekday	AM Peak Hour			PM Peak Hour			AM Peak		PM Peak	
				In	Out	Total	In	Out	Total	In	Out	In	Out
Residential													
Condominium/Townhouse	6,096 Units	ITE (230)	22,980	235	1,148	1,383	1,172	577	1,749	17%	83%	67%	33%
High-Rise Condo/Townhouse (3 fl	2,048 Units	ITE (232)	7,945	118	505	623	441	271	712	19%	81%	62%	38%
Hotel	3,044 rooms	ITE (310)	26,871	1,723	1,101	2,824	952	844	1,796	61%	39%	53%	47%
Subtotal Residential			57,796	2,076	2,754	4,830	2,565	1,692	4,257				
Retail	780.4 KSF	ITE (820)	25,819	316	202	518	1,235	1,285	2,520	61%	39%	49%	51%
Office	3,955.8 KSF	ITE (710)	22,649	3,129	427	3,556	767	3,742	4,509	88%	12%	17%	83%
Light Industrial	1,463.3 KSF	ITE (110)	10,829	1,441	196	1,637	232	1,703	1,935	88%	12%	12%	88%
Total Trips			**117,093**	**6,962**	**3,579**	**10,541**	**4,799**	**8,422**	**13,221**				
Transit Adjustments													
Residential (Daily -2.6%, a.m. -3.4%, p.m. -3.1%)			-1,503	-70	-94	-164	-80	-52	-132				
Retail (-2.2%)			-568	-7	-4	-11	-27	-28	-55				
Office (-11.1%)			-2,514	-348	-47	-395	-85	-415	-500				
Light Industrial (-11.1%)			-1,202	-160	-22	-182	-26	-189	-215				
Total Transit Adjustments			-5,787	-585	-167	-752	-218	-684	-902				
Walk, Bike & Other Non-Auto Travel Adjustments													
Residential (Daily -9.6%, a.m. -7.9%, p.m. -8.6%)			-5,548	-164	-218	-382	-221	-145	-366				
Retail (-11.6%)			-2,995	-37	-23	-60	-143	-149	-292				
Office (-2.8%)			-634	-88	-12	-100	-21	-105	-126				
Light Industrial (-2.8%)			-303	-40	-6	-46	-6	-48	-54				
Total Walk, Bike & Other Non-Auto Travel Adjustments			-9,480	-329	-259	-588	-391	-447	-838				
Internal Trips Within This Block			-27,784	-345	-345	-690	-1,223	-1,223	-2,446				
Trips To-From Other Blocks within the River District													
New External Trips													
Residential				1,702	2,300	4,002	1,658	1,101	2,759				
Retail				116	20	136	583	435	1,018				
Office and Light Industrial				3,903	488	4,391	726	4,532	5,258				
Total			74,042	5,721	2,808	8,529	2,967	6,068	9,035				
New External Trips Percent of Total Project Trips			63%	82%	78%	81%	62%	72%	68%				
Transit Trips													
Residential (Daily 3.2%, a.m. 4.1%, p.m. 3.7%)			1,849	85	113	198	95	63	158				
Retail (2.6%)			671	8	5	13	32	34	66				
Office (12.5%)			2,831	392	53	445	96	468	564				
Light Industrial (12.5%)			1,354	180	25	205	29	213	242				
Total Transit Trips			6,705	665	196	861	252	778	1,030				

Notes:

Residential Condominium/Townhouse (ITE 230) trip generation rates are used for parcels with fewer than 100 units per acre.

Highrise Condominium/Townhouse (ITE 232) trip generation rates are used for parcels with 100 or more units per acre.

PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips.

Multi-Use Development Internal Capture Summary

	AM Peak Hour						PM Peak Hour						Daily					
	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced	Total	Internal	External	At Primary Land Use	At Other Land Use	Balanced
	Office Trips			To-From Retail			Office Trips			To-From Retail			Office Trips			To-From Retail		
Enter	5966	31	5935	1849	31	31	956	135	821	296	135	135	24076	1490	22586	3611	1490	1490
Exit	816	48	768	188	32	32	5027	156	4871	1156	88	88	24076	2469	21607	5297	1987	1987
Total	6782	79	6703				5983	291	5692				48152	3959	44193			
	100%	1%	99%				100%	5%	95%				100%	8%	92%			
	Retail Trips			To-From Residential			Retail Trips			To-From Residential			Retail Trips			To-From Residential		
Enter	1582	174	1408	142	1845	142	4382	482	3900	394	1100	394	49667	6457	43210	4470	12157	4470
Exit	1035	155	880	124	491	124	4486	673	3813	538	1058	538	49667	6953	42714	5463	10558	5463
Total	2617	329	2288				8868	1155	7713				99334	13410	85924			
	100%	13%	87%				100%	13%	87%				100%	13%	87%			
	Residential Trips			To-From Office			Residential Trips			To-From Office			Residential Trips			To-From Office		
Enter	1583	140	1443	32	16	16	3412	606	2806	68	101	68	31993	5945	26048	1280	482	482
Exit	3482	142	3340	0	0	0	2076	394	1682	0	0	0	31993	4470	27523	0	0	0
Total	5065	282	4783				5488	1000	4488				63986	10415	53571			
	100%	6%	94%				100%	18%	82%				100%	16%	84%			

Net External Trips	*Office*	*Ret.*	*Res.*	*Total*		*Office*	*Ret.*	*Res.*	*Total*		*Office*	*Ret.*	*Res.*	*Total*
Enter	5935	1408	1443	8786		821	3900	2806	7527		22586	43210	26048	91844
Exit	768	880	3340	4988		4871	3813	1682	10366		21607	42714	27523	91844
Total	6703	2288	4783	13774		5692	7713	4488	17893		44193	85924	53571	183688
Single-Use Trip Gen.	6782	2617	5065	14464		5983	8868	5488	20339		48152	99334	63986	211472
INTERNAL CAPTURE				**5%**					**12%**					**13%**

Trips that stay in the District			690				2446					27784
Sum of trips that stay in each block	(check)		360		(check)		1302			(check		14364
Trips between blocks in the District	0		330		0		1144			0		13420
Total project trips			14401				19206					198680

Origins	**AM**	**PM**	**Daily**
From Office to Retail	23%	23%	22%
From Office to Residential	2%	2%	2%
From Retail to Office	3%	3%	3%
From Retail to Residential	12%	12%	11%
From Residential to Office	0%	0%	0%
From Residential to Retail	53%	53%	38%
Destinations			
To Office from Retail	31%	31%	15%
To Office from Residential	0%	0%	0%
To Retail from Office	2%	2%	4%
To Retail from Residential	9%	9%	9%
To Residential from Office	2%	2%	3%
To Residential from Retail	31%	31%	33%

Time Period: AM Peak Hour

Note: PM peak hour internal capture rates were used for the AM peak hour.

Industrial trips are treated as office trips

APPENDIX G: TRANSPORTATION AND CIRCULATION, RDSP Freeway Analysis

Capacity Analysis of Freeway Mainline Segments
2000 Highway Capacity Manual

Capacity based on 2010 vphpl for freeway lanes, 1500 vphpl for auxiliary lanes

Mainline Segment	Dir	Frwy Lanes	Aux Lanes	Existing Conditions Without Project AM	Existing Conditions Without Project PM	2015 With Initial Phase AM	2015 With Initial Phase PM	2035 With Full Project AM	2035 With Full Project PM
Freeway Traffic Volume									
I-5, North of J Street off-ramp	NB	4	0	6,144	5,667	6,574	5,970	7,340	7,715
I-5, North of L Street on-ramp	NB	4	0	6,377	6,786	6,837	7,089	8,120	8,880
I-5, North of I Street on-ramp	NB	4	1	6,653	8,082	7,113	8,385	8,926	10,176
I-5, North of Richards Blvd off-ramp	NB	4	0	6,235	7,680	5,780	7,790	8,009	9,440
I-5, North of Richards Blvd on-ramp	NB	4	1	6,694	8,891	6,278	9,357	9,374	11,138
SR 160 at American River Bridge[1]	NB	3/4[1]	0	1,720	4,617	2,151	7,598	4,107	8,551
Volume to Capacity (V/C)									
I-5, North of J Street off-ramp	NB	4	0	0.76	0.70	0.82	0.74	0.91	0.96
I-5, North of L Street on-ramp	NB	4	0	0.79	0.84	0.85	0.88	1.01	1.10
I-5, North of I Street on-ramp	NB	4	1	0.70	0.85	0.75	0.88	0.94	1.07
I-5, North of Richards Blvd off-ramp	NB	4	0	0.78	0.96	0.72	0.97	1.00	1.17
I-5, North of Richards Blvd on-ramp	NB	4	1	0.70	0.93	0.66	0.98	0.98	1.17
SR 160 at American River Bridge1	NB	3/4[1]	0	0.28	0.74	0.34	1.22	0.49	1.03
Level of Service:									
I-5, North of J Street off-ramp	NB	4	0	D	C	D	D	*E*	*E*
I-5, North of L Street on-ramp	NB	4	0	D	D	D	D	*F*	*F*
I-5, North of I Street on-ramp	NB	4	1	C	D	D	D	*E*	*F*
I-5, North of Richards Blvd off-ramp	NB	4	0	D	*E*	C	*E*	*E*	*F*
I-5, North of Richards Blvd on-ramp	NB	4	1	C	*E*	C	*E*	*E*	*F*
SR 160 at American River Bridge1	NB	3/4[1]	0	A	D	B	*F*	C	*F*

Freeway Capacity Source: 2000 Highway Capacity Manual

Ideal Freeway Capacity =	2400 (p. 23-4)	V/C	LOS	Ideal Freeway Capacity =	2400 (p. 23-4)	V/C	LOS
Free-Flow Speed =	70 mph	0.32	A	Free-Flow Speed =	60 mph	0.29	A
Peak Hour Factor =	0.92	0.53	B	Peak Hour Factor =	0.92	0.47	B
I-5 Percent Trucks =	9.6%	0.74	C	SR 160 Percent Trucks =	6.0%	0.68	C
I-5Actual Capacity / Ideal Capacity =	84%	0.90	D	SR 160 Actual Capacity / Ideal Capacity =	87%	0.88	D
I-5Adjusted Freeway Capacity =	2010	1.00	E	SR 160 Adjusted Freeway Capacity =	2080	1.00	E

Note:

[1] SR 160 has four travel lanes on each direction under Long Term scenarios.

Capacity Analysis of Freeway Mainline Segments
2000 Highway Capacity Manual

Capacity based on 2010 vphpl for freeway lanes, 1500 vphpl for auxiliary lanes

Mainline Segment	Dir	Frwy Lanes	Aux Lanes	Existing Conditions Without Project AM	Existing Conditions Without Project PM	2015 With Initial Phase AM	2015 With Initial Phase PM	2035 With Full Project AM	2035 With Full Project PM
Freeway Traffic Volume									
I-5, South of Garden Highway on-ramp	SB	4	1	7,959	6,775	8,758	7,133	11,670	10,676
I-5, South of Richards Blvd off-ramp	SB	4	0	7,344	6,351	7,019	6,116	8,959	8,299
I-5, South of Richards Blvd on-ramp	SB	4	1	7,677	6,971	7,352	8,746	9,758	11,165
I-5, South of J Street off-ramp	SB	4	0	5,670	5,736	5,257	7,329	7,751	9,340
SR 160 at American River Bridge[1]	SB	3/4[1]	0	3,542	2,411	4,529	2,411	6,381	5,136
Volume to Capacity (V/C)									
I-5, South of Garden Highway on-ramp	SB	4	1	0.83	0.71	0.92	0.75	1.22	1.12
I-5, South of Richards Blvd off-ramp	SB	4	0	0.91	0.79	0.87	0.76	1.11	1.03
I-5, South of Richards Blvd on-ramp	SB	4	1	0.80	0.73	0.77	0.92	1.02	1.17
I-5, South of J Street off-ramp	SB	4	0	0.71	0.71	0.65	0.91	0.96	1.16
SR 160 at American River Bridge1	SB	3/4[1]	0	0.57	0.39	0.73	0.39	0.77	0.62
Level of Service:									
I-5, South of Garden Highway on-ramp	SB	4	1	D	C	*E*	D	*F*	*F*
I-5, South of Richards Blvd off-ramp	SB	4	0	*E*	D	D	D	*F*	*F*
I-5, South of Richards Blvd on-ramp	SB	4	1	D	C	D	*E*	*F*	*F*
I-5, South of J Street off-ramp	SB	4	0	C	C	C	*E*	*E*	*F*
SR 160 at American River Bridge1	SB	3/4[1]	0	C	B	D	B	D	C

Freeway Capacity Source: 2000 Highway Capacity Manual

Interstate 5

Ideal Freeway Capacity =	2400 (p. 23-4)	V/C	LOS
Free-Flow Speed =	70 mph	0.32	A
Peak Hour Factor =	0.92	0.53	B
Percent Trucks =	9.6%	0.74	C
I-5 Actual Capacity / Ideal Capacity =	84%	0.90	D
Adjusted Freeway Capacity =	2010	1.00	E

Ideal Freeway Capacity =	2400 (p. 23-4)	V/C	LOS
Free-Flow Speed =	60 mph	0.29	A
Peak Hour Factor =	0.92	0.47	B
SR 160 Percent Trucks =	6.0%	0.68	C
SR 160 Actual Capacity / Ideal Capacity =	87%	0.88	D
SR 160 Adjusted Freeway Capacity =	2080	1.00	E

Note:

[1] SR 160 has four travel lanes on each direction under Long Term scenarios.

NB I-5 - Weaving from P St to J St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Weaving Analysis Type B

Type	B	
Existing Upstrm Frwy Lanes / Aux. Lanes	4	
Existing Dnstrm Frwy Lanes / Aux. Lanes	4	
Sacramento Factor. [Note: Capacity is fixed hence adjust volume]	1	eg. 2200/2400

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
PHF (Peak Hour Factor) =	1	1	1	1	1	1
f_{HV} (Adjustment factor for heavy vehicles) =	1	1	1	1	1	1
f_p (Adjustment factor for driver population) =	1	1	1	1	1	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01	0.01	0.01	0.01	0.01	0.01
P_R (Proportioin of RVs in the traffic stream) =	0	0	0	0	0	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5
L - Length of weaving segment (ft)	1000	1000	1000	1000	1000	1000
N, Total number of lanes in the weaving segment	6	6	6	6	6	6
N_w, Number of lanes to be used by weaving vehicles if unconstrained operation is to be achived. note: Type-B, Ex 24-7	1.85629	0.489586	1.823868	0.520035	1.991212	0.126733
$N_{w(max)}$, Maximum number of lanes that can be used by weaving vehicles for a given configuration. note: A:1.4, B:3.5, C:3.0	3.5	3.5	3.5	3.5	3.5	3.5
N_{nw}, Number of lanes used by nonweaving vehicles. note: Nw < Nw(max) implies unconstrained, and Nw >= Nw(max) implies constrained	5	5	5	5	5	5
v, Total flow rate in the weaving segment (pc/h)	7572	6112	8067	6643	9144	8160
v_{o1}, Larger of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	5960	4850	6390	5153	7030	6898
v_{o2}, Smaller of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	0	0	0	0	0	0
v_{w1}, Larger of two weaving flow rates in the weaving segment (pc/h)	1428	445	1493	673	1804	445
v_{w2}, Smaller of two weaving flow rates in the weaving segment (pc/h)	184	817	184	817	310	817
v_w, Total weaving flow rate in the weaving segment (pc/h) ($v_w = v_{w1} + v_{w2}$)	1612	1262	1677	1490	2114	1262
v_{nw}, Total nonweaving flow rate in the weaving segment (pc/h) ($v_{nw} = v_{o1} + v_{o2}$)	5960	4850	6390	5153	7030	6898
VR, Volume ratio; the ratio of weaving flow rate to total flow rate in the weaving segment ($VR = v_w/v$)	0.21289	0.206479	0.207884	0.224296	0.23119	0.154657
R, Weaving ratio; the ratio of the smaller weaving flow rate to total weaving flow rate (R = vw2/vw)	0.114144	0.647385	0.10972	0.548322	0.146641	0.647385
S_w, Speed of weaving vehicles in the weaving segment (mi/h)	49.96258	43.73212	49.51175	42.48763	47.81782	42.27949
S_{nw}, Speed of nonweaving vehicles in the weaving segment (mi/h)	58.8559	65.02974	58.50977	64.19917	56.17658	64.91291
S, Speed of all vehicles in the weaving segment (mi/h) [Eq 24-5, HCM2000]	56.70703	59.0881	56.37975	57.5975	53.9945	59.94955
D, Density of all vehicles in the weaving segment (pc/mi/ln) [Eq 24-6, HCM2000]	22.25474	17.23979	23.84721	19.22248	28.2251	22.68574
W_w, Weaving intensity factor for prediction of weaving speed	0.57311	0.914234	0.59366	1.0009	0.675919	1.016167
W_{nw}, Weaving intensity factor for prediction of nonweaving speed	0.254107	0.099346	0.264084	0.117905	0.335711	0.101919
S_{min}, Minimum speed expected in a weaving segment (mi/h)	15	15	15	15	15	15
S_{max}, Maximum speed expected in a weaving segment (mi/h)	70	70	70	70	70	70
a (weaving) [Exhibit 24-6, AM:Unconstrainted, PM:Constrainted]	0.08	0.15	0.08	0.15	0.08	0.15
b (weaving)	2.2	2.2	2.2	2.2	2.2	2.2
c (weaving)	0.7	0.7	0.7	0.7	0.7	0.7
d (weaving)	0.5	0.5	0.5	0.5	0.5	0.5
a (non-weaving)	0.002	0.001	0.002	0.001	0.002	0.001
b (non-weaving)	6	6	6	6	6	6
c (non-weaving)	1	1	1	1	1	1
d (non-weaving)	0.5	0.5	0.5	0.5	0.5	0.5
LOS	**C**	**B**	**C**	**B**	**D**	**C**

SB I-5 - Weaving from I St to Q St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Weaving Analysis Type B

Type	B	
Existing Upstrm Frwy Lanes / Aux. Lanes	4	
Existing Dnstrm Frwy Lanes / Aux. Lanes	5	
Sacramento Factor. [Note: Capacity is fixed hence adjust volume]	1	eg. 2200/2400

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
PHF (Peak Hour Factor) =	1	1	1	1	1	1
f_{HV} (Adjustment factor for heavy vehicles) =	1	1	1	1	1	1
f_p (Adjustment factor for driver population) =	1	1	1	1	1	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01	0.01	0.01	0.01	0.01	0.01
P_R (Proportioin of RVs in the traffic stream) =	0	0	0	0	0	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5	1.5	1.5	1.5	1.5	1.5
L - Length of weaving segment (ft)	1000	1000	1000	1000	1000	1000
N, Total number of lanes in the weaving segment	6	6	6	6	6	6
N_w, Number of lanes to be used by weaving vehicles if unconstrained operation is to be achived. note: Type-B, Ex 24-7	1.575604	1.610065	1.813877	1.478676	1.887189	1.951984
$N_{w(max)}$, Maximum number of lanes that can be used by weaving vehicles for a given configuration. note: A:1.4, B:3.5, C:3.0	3.5	3.5	3.5	3.5	3.5	3.5
N_{nw}, Number of lanes used by nonweaving vehicles. note: Nw < Nw(max) implies unconstrained, and Nw >= Nw(max) implies constrained	5	5	5	5	5	5
v, Total flow rate in the weaving segment (pc/h)	5919.333	6685.333	5712.333	8278.333	8000.333	10425.33
v_{o1}, Larger of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	4966.333	5542.333	4553.333	7010.333	6260.333	8097.333
v_{o2}, Smaller of the two outer, or nonweaving, flow rates in the weaving segment (pc/h)	0	0	0	0	0	0
v_{w1}, Larger of two weaving flow rates in the weaving segment (pc/h)	704	194	704	319	1491	1243
v_{w2}, Smaller of two weaving flow rates in the weaving segment (pc/h)	249	949	455	949	249	1085
v_w, Total weaving flow rate in the weaving segment (pc/h) ($v_w = v_{w1} + v_{w2}$)	953	1143	1159	1268	1740	2328
v_{nw}, Total nonweaving flow rate in the weaving segment (pc/h) ($v_{nw} = v_{o1} + v_{o2}$)	4966.333	5542.333	4553.333	7010.333	6260.333	8097.333
VR, Volume ratio; the ratio of weaving flow rate to total flow rate in the weaving segment ($VR = v_w/v$)	0.160998	0.170971	0.202894	0.153171	0.217491	0.223302
R, Weaving ratio; the ratio of the smaller weaving flow rate to total weaving flow rate (R = vw2/vw)	0.26128	0.830271	0.39258	0.748423	0.143103	0.466065
S_w, Speed of weaving vehicles in the weaving segment (mi/h)	53.24408	52.00833	52.61937	50.57806	49.36214	46.78269
S_{nw}, Speed of nonweaving vehicles in the weaving segment (mi/h)	62.70968	61.54436	61.51503	60.63546	58.14906	55.19662
S, Speed of all vehicles in the weaving segment (mi/h) [Eq 24-5, HCM2000]	60.96476	59.67368	59.475	58.84322	55.98171	53.06545
D, Density of all vehicles in the weaving segment (pc/mi/ln) [Eq 24-6, HCM2000]	16.18239	18.67192	16.00766	23.44743	23.8183	32.74363
W_w, Weaving intensity factor for prediction of weaving speed	0.438131	0.486152	0.462013	0.545896	0.600599	0.730502
W_{nw}, Weaving intensity factor for prediction of nonweaving speed	0.152806	0.181668	0.182414	0.205203	0.274651	0.368274
S_{min}, Minimum speed expected in a weaving segment (mi/h)	15	15	15	15	15	15
S_{max}, Maximum speed expected in a weaving segment (mi/h)	70	70	70	70	70	70
a (weaving) [Exhibit 24-6, Unconstrainted]	0.08	0.08	0.08	0.08	0.08	0.08
b (weaving)	2.2	2.2	2.2	2.2	2.2	2.2
c (weaving)	0.7	0.7	0.7	0.7	0.7	0.7
d (weaving)	0.5	0.5	0.5	0.5	0.5	0.5
a (non-weaving)	0.002	0.002	0.002	0.002	0.002	0.002
b (non-weaving)	6	6	6	6	6	6
c (non-weaving)	1	1	1	1	1	1
d (non-weaving)	0.5	0.5	0.5	0.5	0.5	0.5
LOS	**B**	**B**	**B**	**C**	**C**	**D**

I-5 NB on-ramp from L Street

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes 4
Existing Dnstrm Frwy Lanes / Aux. Lanes 4

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Ramp Volume:	233	1,119	263	1,119	780	1,165
Ramp Design Speed (mph):	40	40	40	40	40	40
Adjusted Ramp Volume:	254	1,221	287	1,221	851	1,271
Service Flow Rate @ LOS "A"	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	C	C	C

I-5 NB On-Ramp from I St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 8 lane freeway, 2 Lane On-Ramp (Pfm=0.209 for 2-lane ramp)

Existing Upstrm Frwy Lanes / Aux. Lanes	4
Existing Dnstrm Frwy Lanes / Aux. Lanes	5

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6,377	6,786	6,837	7,089	8,120	8,880
Ramp Volume:	276	1,296	276	1,296	806	1,296
L_{Aeff} (Effective length of the acceleration lane, ft)	1,000	1,000	1,000	1,000	1,000	1,000
Sacto Adjusted Freeway Volume (Upstream):	6,957	7,403	7,459	7,733	8,858	9,687
Sacto Adjusted Ramp Volume:	301	1,414	301	1,414	879	1,414
V_{FO} Capacity (downstream segment capacity)	12,000	12,000	12,000	12,000	12,000	12,000
Downstream Freeway V/C:	0.60	0.73	0.65	0.76	0.81	0.93
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	1,454	1,547	1,559	1,616	1,851	2,025
V_{R12} (Maximum total flow entering the ramp, merge influence area, two-lane volume):	1,755	2,961	1,860	3,030	2,730	3,439
V_{R12} Capacity:	4,600	4,600	4,600	4,600	4,600	4,600
V_{R12} V/C:	0.38	0.64	0.40	0.66	0.59	0.75
D_R (Density of merge influence area (pc/mi/ln))	12.76	21.65	13.57	22.19	20.09	25.38
v_F (Maximum total flow approaching a major diverge area on the freeway) =	6,957	7,403	7,459	7,733	8,858	9,687
v_R (Maximum flow on a ramp) =	301	1,414	301	1,414	879	1,414
V_{FO} (Maximum total departing from a merge or diverge area on the freeway)	7,258	8,817	7,760	9,147	9,737	11,101
Level of Service:	B	C	B	C	C	C

Proportion in lanes 1,2 (P_{FM}):	0.209
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 NB Off-ramp to Richards Blvd

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, Single Lane Off-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes 5
Existing Dnstrm Frwy Lanes / Aux. Lanes 4

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6,653	8,082	7,113	8,385	8,926	10,176
Ramp Volume:	418	402	1,333	595	917	736
L_D	1,000	1,000	1,000	1,000	1,000	1,000
Ramp Design Speed (mph):	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	7,258	8,817	7,760	9,147	9,737	11,101
Sacto Adjusted Ramp Volume:	456	439	1,454	649	1,000	803
Sacto Adjusted Freeway Volume (Downstream):	6,802	8,378	6,306	8,498	8,737	10,298
v_F (Maximum total flow approaching a major diverge area on the freeway) =	7,294	8,861	7,799	9,193	9,786	11,157
V_{R12} (Off-ramp demand flow rate (pc/h)) =	458	441	1,461	652	1,005	807
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.61	0.74	0.65	0.77	0.82	0.93
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.71	0.87	0.66	0.89	0.91	1.07
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.12	0.12	0.38	0.17	0.26	0.21
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	2,803	4,112	3,544	4,376	3,980	5,319
Density (pc/mi/ln):	19.36	30.62	25.73	32.88	29.48	41.00
V5	1,459	1,772	1,560	1,839	1,957	2,231
VF4eff	5,835	7,089	6,239	7,354	7,829	8,925
Level of Service:	B	D	C	D	D	F

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1.0
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 NB On-Ramp from Richards Blvd

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

alysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes 4
Existing Dnstrm Frwy Lanes / Aux. Lanes 5

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Ramp Volume:	459	1,211	498	1,567	1,365	1,698
Ramp Design Speed (mph):	40	40	40	40	40	40
Adjusted Ramp Volume:	501	1,321	543	1,709	1,489	1,852
Service Flow Rate @ LOS "A"	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	E	D	E

I-5 NB Off-ramp to Garden Highway

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, Single Lane Off-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes 5
Existing Dnstrm Frwy Lanes / Aux. Lanes 4

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	6,694	8,891	6,278	9,357	9,374	11,138
Ramp Volume:	866	1,039	866	1,039	866	1,039
L_D	1,000	1,000	1,000	1,000	1,000	1,000
Ramp Design Speed (mph):	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	7,303	9,699	6,849	10,208	10,226	12,151
Sacto Adjusted Ramp Volume:	945	1,133	945	1,133	945	1,133
Sacto Adjusted Freeway Volume (Downstream):	6,358	8,566	5,904	9,075	9,281	11,018
v_F (Maximum total flow approaching a major diverge area on the freeway) =	7,340	9,747	6,883	10,259	10,277	12,212
V_{R12} (Off-ramp demand flow rate (pc/h)) =	950	1,139	950	1,139	950	1,139
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.61	0.81	0.57	0.85	0.86	1.02
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.66	0.89	0.62	0.95	0.97	1.15
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.25	0.30	0.25	0.30	0.25	0.30
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	3,096	4,892	3,087	5,115	4,120	5,967
Density (pc/mi/ln):	21.87	37.32	21.80	39.24	30.69	46.56
V5	1,468	1,949	1,032	2,052	2,055	2,442
VF4eff	5,872	7,798	5,851	8,207	8,222	9,769
Level of Service:	C	E	C	E	D	F

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 SB On-Ramp from Garden Hwy

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes 4
Existing Dnstrm Frwy Lanes / Aux. Lanes 5

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Ramp Volume:	306	723	362	1,081	306	723
Ramp Design Speed (mph):	40	40	40	40	40	40
Adjusted Ramp Volume:	334	789	395	1,179	334	789
Service Flow Rate @ LOS "A"	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	C	C	C

I-5 NB Off-ramp to Richards Blvd

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: 10 lane freeway, Single Lane Off-Ramp

Existing Upstrm Frwy Lanes / Aux. Lanes	5
Existing Dnstrm Frwy Lanes / Aux. Lanes	4

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	7,959	6,775	8,758	7,133	11,670	10,676
Ramp Volume:	615	424	1,739	1,017	2,711	2,377
L_D	1,000	1,000	1,000	1,000	1,000	1,000
Ramp Design Speed (mph):	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	8,683	7,391	9,554	7,781	12,731	11,647
Sacto Adjusted Ramp Volume:	671	463	1,897	1,109	2,957	2,593
Sacto Adjusted Freeway Volume (Downstream):	8,012	6,928	7,657	6,672	9,774	9,054
v_F (Maximum total flow approaching a major diverge area on the freeway) =	8,726	7,428	9,602	7,820	12,795	11,705
V_{R12} (Off-ramp demand flow rate (pc/h)) =	674	465	1,906	1,115	2,972	2,606
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.73	0.62	0.80	0.65	1.07	0.98
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.83	0.72	0.80	0.70	1.02	0.94
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.18	0.12	0.50	0.29	0.78	0.69
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	3,424	3,501	4,424	4,038	6,139	6,573
Density (pc/mi/ln):	24.70	25.36	33.30	29.98	48.05	51.78
V5	1,745	1,486	1,920	1,564	2,559	2,341
VF4eff	6,981	5,942	7,681	6,256	10,236	9,364
Level of Service:	C	C	D	D	F	E

Proportion in lanes 1,2 (P_{FD}):	0.436
PHF (Peak Hour Factor) =	1.0
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

I-5 SB On-Ramp from Richards Blvd

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

Ramp Analysis Type: Single Lane On-Ramp, Enters Own Lane

Existing Upstrm Frwy Lanes / Aux. Lanes 4
Existing Dnstrm Frwy Lanes / Aux. Lanes 5

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Ramp Volume:	333	620	333	2,630	799	2,866
Ramp Design Speed (mph):	40	40	40	40	40	40
Adjusted Ramp Volume:	363	676	363	2,869	872	3,127
Service Flow Rate @ LOS "A"	0	0	0	0	0	0
Service Flow Rate @ LOS "B"	0	0	0	0	0	0
Service Flow Rate @ LOS "C"	1,400	1,400	1,400	1,400	1,400	1,400
Service Flow Rate @ LOS "D"	1,700	1,700	1,700	1,700	1,700	1,700
Service Flow Rate @ LOS "E"	2,000	2,000	2,000	2,000	2,000	2,000
Level of Service:	C	C	C	F	C	F

I-5 SB off-ramp to J St

Highway Capacity Manual
2000 Edition
Capacity Analysis of Freeway Ramps

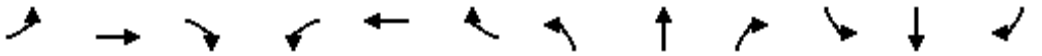
Ramp Analysis Type: Major Diverge, 2 Lane Off-Ramp, P_{FD}=0.260

Existing Upstrm Frwy Lanes / Aux. Lanes 5
Existing Dnstrm Frwy Lanes / Aux. Lanes 4

	Existing Conditions		2015		2035	
	Without Project		With Initial Phase		With Full Project	
	AM	PM	AM	PM	AM	PM
Freeway Volume (Upstream):	7,677	6,971	7,352	8,746	9,758	11,165
Ramp Volume:	2,007	1,235	2,095	1,417	2,007	1,825
Ramp Design Speed (mph):	40	40	40	40	40	40
Sacto Adjusted Freeway Volume (Upstream):	8,375	7,605	8,020	9,541	10,645	12,180
Sacto Adjusted Ramp Volume:	2,189	1,347	2,285	1,545	2,189	1,991
Sacto Adjusted Freeway Volume (Downstream):	6,186	6,258	5,735	7,996	8,456	10,189
v_F (Maximum total flow approaching a major diverge area on the freeway) =	8,417	7,643	8,060	9,589	10,698	12,241
V_{R12} (Off-ramp demand flow rate (pc/h)) =	2,200	1,354	2,296	1,553	2,200	2,001
Upstream Freeway Capacity:	12,000	12,000	12,000	12,000	12,000	12,000
Upstream Freeway V/C:	0.70	0.64	0.67	0.80	0.89	1.02
Downstream Freeway Capacity:	9,600	9,600	9,600	9,600	9,600	9,600
Downstream Freeway V/C:	0.64	0.65	0.60	0.83	0.88	1.06
Ramp Capacity:	3,800	3,800	3,800	3,800	3,800	3,800
Ramp V/C:	0.58	0.36	0.60	0.41	0.58	0.53
V_{12} (Maximum total flow entering the ramp, diverge influence area, two-lane volume):	3,816	2,989	3,795	3,642	4,409	4,663
Density (pc/mi/ln):	18.35	16.66	17.57	20.90	23.32	26.69
V5	1,683	1,529	1,612	1,918	2,140	2,448
VF4eff	6,734	6,114	6,448	7,671	8,559	9,793
Level of Service:	B	B	B	C	C	F

Proportion in lanes 1,2 (P_{FD}):	0.260
PHF (Peak Hour Factor) =	1
f_{HV} (Adjustment factor for heavy vehicles) =	1.00
f_p (Adjustment factor for driver population) =	1
P_T (Proportioin of trucks/buses in the traffic stream) =	0.01
P_R (Proportioin of RVs in the traffic stream) =	0
E_T (Passenger-car equivalents for trucks/buses in the traffic stream) =	1.5
E_R (Passenger-car equivalents for RVs in the traffic stream) =	1.5

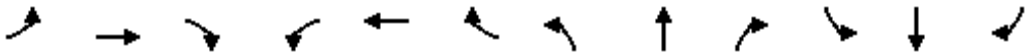
APPENDIX G: TRANSPORTATION AND CIRCULATION, Synchro HCM Detail Sheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	302	68	239	188	0	0	0	0	548	5	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		2.5	3.5						4.0	4.0
Lane Util. Factor		0.95		0.97	1.00						1.00	1.00
Frpb, ped/bikes		0.98		1.00	1.00						1.00	0.86
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3362		3433	1863						1775	1365
Flt Permitted		1.00		0.95	1.00						0.95	1.00
Satd. Flow (perm)		3362		3433	1863						1775	1365
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	302	68	239	188	0	0	0	0	548	5	339
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	237
Lane Group Flow (vph)	0	342	0	239	188	0	0	0	0	0	553	102
Confl. Peds. (#/hr)			55									55
Turn Type				Prot						Split		Perm
Protected Phases		2		1 9	3 12 13					4	4	
Permitted Phases												4
Actuated Green, G (s)		12.4		26.1	41.5						21.0	21.0
Effective Green, g (s)		12.4		26.1	41.5						21.0	21.0
Actuated g/C Ratio		0.18		0.37	0.59						0.30	0.30
Clearance Time (s)		4.0									4.0	4.0
Vehicle Extension (s)		6.0									5.0	5.0
Lane Grp Cap (vph)		596		1280	1104						533	410
v/s Ratio Prot		c0.10		c0.07	0.10						c0.31	
v/s Ratio Perm												0.07
v/c Ratio		0.57		0.19	0.17						1.04	0.25
Uniform Delay, d1		26.4		14.8	6.5						24.5	18.5
Progression Factor		1.00		0.19	0.32						1.00	1.00
Incremental Delay, d2		2.7		0.1	0.1						49.0	0.7
Delay (s)		29.0		3.0	2.2						73.5	19.2
Level of Service		C		A	A						E	B
Approach Delay (s)		29.0			2.7			0.0			52.9	
Approach LOS		C			A			A			D	

Intersection Summary			
HCM Average Control Delay	35.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

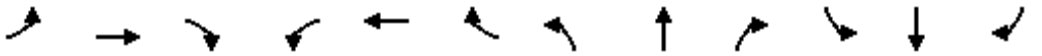
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	723	0	0	382	333	32	1	716	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5			4.0	4.0		3.5	3.5			
Lane Util. Factor	1.00	0.95			0.95	1.00		0.95	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.79		1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (prot)	1770	3539			3539	1258		1521	1504			
Flt Permitted	0.95	1.00			1.00	1.00		1.00	1.00			
Satd. Flow (perm)	1770	3539			3539	1258		1521	1504			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	154	723	0	0	382	333	32	1	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	231	0	239	102	0	0	0
Lane Group Flow (vph)	154	723	0	0	382	102	0	138	270	0	0	0
Confl. Peds. (#/hr)						55	55					
Turn Type	Prot					custom	Split		custom			
Protected Phases	5 14	7 14 15			6 11 15	11	8 16	8 16	8 11 16			
Permitted Phases						6 15						
Actuated Green, G (s)	14.8	34.3			24.9	21.4		19.3	28.7			
Effective Green, g (s)	14.8	34.3			21.4	21.4		19.3	24.7			
Actuated g/C Ratio	0.21	0.49			0.31	0.31		0.28	0.35			
Clearance Time (s)						4.0						
Vehicle Extension (s)						5.0						
Lane Grp Cap (vph)	374	1734			1082	385		419	531			
v/s Ratio Prot	0.09	c0.20			0.11	0.02		0.09	c0.18			
v/s Ratio Perm						0.06						
v/c Ratio	0.41	0.42			0.35	0.26		0.33	0.51			
Uniform Delay, d1	23.8	11.4			18.9	18.4		20.2	17.9			
Progression Factor	1.27	0.14			1.00	1.00		1.00	1.00			
Incremental Delay, d2	0.8	0.2			0.4	0.8		1.0	1.6			
Delay (s)	31.0	1.8			19.3	19.1		21.2	19.5			
Level of Service	C	A			B	B		C	B			
Approach Delay (s)		6.9			19.2			20.3			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

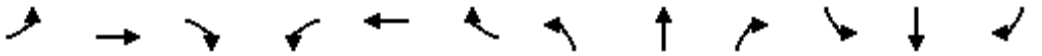
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	1117	180	22	521	17	75	17	5	40	10	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.91			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		0.97	1.00
Frt	1.00	0.98		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1770	3424		1770	5044			1790	1507		1745	1583
Flt Permitted	0.95	1.00		0.95	1.00			0.76	1.00		0.78	1.00
Satd. Flow (perm)	1770	3424		1770	5044			1413	1507		1414	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	160	1117	180	22	521	17	75	17	5	40	10	128
RTOR Reduction (vph)	0	12	0	0	3	0	0	0	4	0	0	100
Lane Group Flow (vph)	160	1285	0	22	535	0	0	92	1	0	50	28
Confl. Peds. (#/hr)	40		40	40		40			40	40		
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8		8	4		4
Actuated Green, G (s)	11.4	49.4		1.8	39.8			17.2	17.2		17.2	17.2
Effective Green, g (s)	11.4	49.4		1.8	39.8			17.2	17.2		17.2	17.2
Actuated g/C Ratio	0.14	0.62		0.02	0.50			0.21	0.21		0.21	0.21
Clearance Time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.5	2.5		2.0	2.0
Lane Grp Cap (vph)	252	2114		40	2509			304	324		304	340
v/s Ratio Prot	c0.09	c0.38		0.01	0.11							
v/s Ratio Perm								c0.07	0.00		0.04	0.02
v/c Ratio	0.63	0.61		0.55	0.21			0.30	0.00		0.16	0.08
Uniform Delay, d1	32.3	9.4		38.7	11.3			26.4	24.7		25.6	25.1
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	3.8	1.3		9.0	0.2			0.4	0.0		0.1	0.0
Delay (s)	36.2	10.7		47.7	11.5			26.8	24.7		25.6	25.1
Level of Service	D	B		D	B			C	C		C	C
Approach Delay (s)		13.5			12.9			26.7			25.3	
Approach LOS		B			B			C			C	

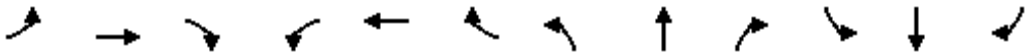
Intersection Summary			
HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



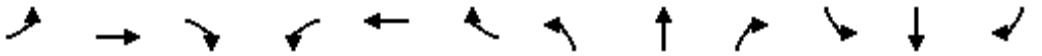
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	1071	50	6	531	44	18	1	6	19	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.87		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3516		1770	3499		1770	1623		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		1.00	1.00		1.00	1.00	
Satd. Flow (perm)	1770	3516		1770	3499		1863	1623		1863	1583	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	81	1071	50	6	531	44	18	1	6	19	0	17
RTOR Reduction (vph)	0	3	0	0	7	0	0	5	0	0	16	0
Lane Group Flow (vph)	81	1118	0	6	568	0	18	2	0	19	1	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		
Actuated Green, G (s)	3.9	20.6		0.5	17.2		3.0	3.0		3.0	3.0	
Effective Green, g (s)	3.9	20.6		0.5	17.2		3.0	3.0		3.0	3.0	
Actuated g/C Ratio	0.11	0.58		0.01	0.48		0.08	0.08		0.08	0.08	
Clearance Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	194	2035		25	1691		157	137		157	133	
v/s Ratio Prot	c0.05	c0.32		0.00	0.16			0.00			0.00	
v/s Ratio Perm							0.01			c0.01		
v/c Ratio	0.42	0.55		0.24	0.34		0.11	0.01		0.12	0.01	
Uniform Delay, d1	14.8	4.6		17.4	5.7		15.1	14.9		15.1	14.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.2		1.8	0.0		0.1	0.0		0.1	0.0	
Delay (s)	15.3	4.8		19.2	5.7		15.2	15.0		15.2	15.0	
Level of Service	B	A		B	A		B	B		B	B	
Approach Delay (s)		5.5			5.9			15.1			15.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	35.6	Sum of lost time (s)	11.5
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	1022	5	20	546	39	1	1	8	2	1	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.87		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3537		1770	3504		1770	1614		1770	1600	
Flt Permitted	0.95	1.00		0.95	1.00		1.00	1.00		1.00	1.00	
Satd. Flow (perm)	1770	3537		1770	3504		1863	1614		1863	1600	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	89	1022	5	20	546	39	1	1	8	2	1	16
RTOR Reduction (vph)	0	0	0	0	5	0	0	7	0	0	15	0
Lane Group Flow (vph)	89	1027	0	20	580	0	1	2	0	2	2	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		
Actuated Green, G (s)	4.3	28.0		0.8	24.5		3.8	3.8		3.8	3.8	
Effective Green, g (s)	4.3	28.0		0.8	24.5		3.8	3.8		3.8	3.8	
Actuated g/C Ratio	0.10	0.63		0.02	0.55		0.09	0.09		0.09	0.09	
Clearance Time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	172	2241		32	1942		160	139		160	138	
v/s Ratio Prot	c0.05	c0.29		0.01	0.17			0.00			c0.00	
v/s Ratio Perm							0.00			0.00		
v/c Ratio	0.52	0.46		0.62	0.30		0.01	0.01		0.01	0.02	
Uniform Delay, d1	19.0	4.2		21.6	5.3		18.5	18.5		18.5	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.1		24.3	0.0		0.0	0.0		0.0	0.0	
Delay (s)	20.1	4.2		45.8	5.3		18.5	18.5		18.5	18.5	
Level of Service	C	A		D	A		B	B		B	B	
Approach Delay (s)		5.5			6.6			18.5			18.5	
Approach LOS		A			A			B			B	

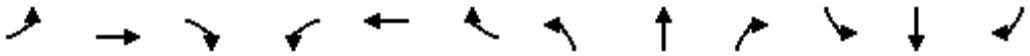
Intersection Summary			
HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	44.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	996	7	5	559	21	9	0	9	16	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.97		1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99	1.00		0.99	1.00
Frt	1.00	1.00		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	3534		1770	3515			1744	1541		1743	1541
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00		1.00	1.00
Satd. Flow (perm)	1770	3534		1770	3515			1835	1541		1835	1541
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	996	7	5	559	21	9	0	9	16	0	31
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	8	0	0	28
Lane Group Flow (vph)	30	1003	0	5	577	0	0	9	1	0	16	3
Confl. Peds. (#/hr)			36			36	36		36	36		36
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases		6			2		8		8	4		4
Actuated Green, G (s)	1.6	18.2		0.5	17.1			3.0	3.0		3.0	3.0
Effective Green, g (s)	1.6	18.2		0.5	17.1			3.0	3.0		3.0	3.0
Actuated g/C Ratio	0.05	0.55		0.02	0.51			0.09	0.09		0.09	0.09
Clearance Time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	85	1931		27	1805			165	139		165	139
v/s Ratio Prot	c0.02	c0.28		0.00	0.16							
v/s Ratio Perm								0.00	0.00		c0.01	0.00
v/c Ratio	0.35	0.52		0.19	0.32			0.05	0.01		0.10	0.02
Uniform Delay, d1	15.3	4.8		16.2	4.7			13.9	13.8		13.9	13.8
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.9	0.1		1.2	0.0			0.1	0.0		0.1	0.0
Delay (s)	16.3	4.9		17.4	4.8			13.9	13.8		14.0	13.8
Level of Service	B	A		B	A			B	B		B	B
Approach Delay (s)		5.2			4.9			13.9			13.9	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	5.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	33.3	Sum of lost time (s)	7.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	796	191	283	487	11	87	1	27	7	2	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	4.0		3.5	3.5	3.5	3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3394		1770	3522		1681	1687	1583	1770	1621	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3394		1770	3522		1681	1687	1583	1770	1621	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	34	796	191	283	487	11	87	1	27	7	2	13
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	24	0	13	0
Lane Group Flow (vph)	34	977	0	283	498	0	44	44	3	7	2	0
Confl. Peds. (#/hr)			24			24			24			
Turn Type	Prot			Prot			Split		Prot	Split		
Protected Phases	1	6		5	2		8	8	8	7	7	
Permitted Phases												
Actuated Green, G (s)	4.0	44.1		19.4	59.5		10.5	10.5	10.5	1.9	1.9	
Effective Green, g (s)	4.0	44.1		19.4	59.5		10.5	10.5	10.5	1.9	1.9	
Actuated g/C Ratio	0.04	0.49		0.22	0.66		0.12	0.12	0.12	0.02	0.02	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.5	3.5	3.5	3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	79	1665		382	2331		196	197	185	37	34	
v/s Ratio Prot	0.02	c0.29		c0.16	0.14		c0.03	0.03	0.00	c0.00	0.00	
v/s Ratio Perm												
v/c Ratio	0.43	0.59		0.74	0.21		0.22	0.22	0.02	0.19	0.07	
Uniform Delay, d1	41.8	16.4		32.9	6.0		36.0	36.0	35.1	43.2	43.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.4	0.3		6.6	0.0		0.2	0.2	0.0	0.9	0.3	
Delay (s)	43.2	16.7		39.5	6.0		36.2	36.2	35.1	44.1	43.4	
Level of Service	D	B		D	A		D	D	D	D	D	
Approach Delay (s)		17.6			18.2			36.0			43.7	
Approach LOS		B			B			D			D	

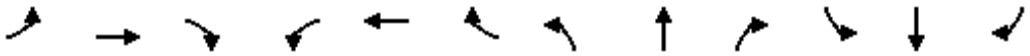
Intersection Summary			
HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	89.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	654	45	29	753	61	20	20	7	6	4	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.98	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1500	1770	3486		1735	1863	1583	1770	1863	1410
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.83	1.00	1.00	0.83	1.00	1.00
Satd. Flow (perm)	1770	3539	1500	1770	3486		1522	1863	1583	1552	1863	1410
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	143	654	45	29	753	61	20	20	7	6	4	22
RTOR Reduction (vph)	0	0	10	0	3	0	0	0	6	0	0	20
Lane Group Flow (vph)	143	654	35	29	811	0	20	20	1	6	4	2
Confl. Peds. (#/hr)			35			35	35					35
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	7.9	27.8	27.8	1.9	21.8		4.8	4.8	4.8	4.8	4.8	4.8
Effective Green, g (s)	7.9	27.8	27.8	1.9	21.8		4.8	4.8	4.8	4.8	4.8	4.8
Actuated g/C Ratio	0.17	0.61	0.61	0.04	0.48		0.11	0.11	0.11	0.11	0.11	0.11
Clearance Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		0.2	0.2	0.2	2.0	2.0	2.0
Lane Grp Cap (vph)	307	2162	916	74	1670		161	197	167	164	197	149
v/s Ratio Prot	c0.08	0.18		0.02	c0.23			0.01			0.00	
v/s Ratio Perm			0.02				c0.01		0.00	0.00		0.00
v/c Ratio	0.47	0.30	0.04	0.39	0.49		0.12	0.10	0.00	0.04	0.02	0.02
Uniform Delay, d1	16.9	4.2	3.5	21.2	8.0		18.4	18.4	18.2	18.3	18.2	18.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.0	0.0	1.2	0.1		0.1	0.1	0.0	0.0	0.0	0.0
Delay (s)	17.3	4.3	3.5	22.5	8.1		18.6	18.5	18.2	18.3	18.3	18.2
Level of Service	B	A	A	C	A		B	B	B	B	B	B
Approach Delay (s)		6.4			8.6			18.5			18.3	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	45.5	Sum of lost time (s)	11.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

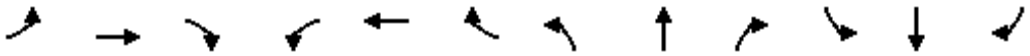
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	602	34	17	798	53	26	4	18	34	9	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.3		3.5	5.3			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	0.99	1.00		0.98	1.00			0.99			0.99	
Frt	1.00	0.99		1.00	0.99			0.95			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1749	3498		1734	3493			1681			1709	
Flt Permitted	0.95	1.00		0.95	1.00			0.80			0.79	
Satd. Flow (perm)	1749	3498		1734	3493			1379			1398	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	602	34	17	798	53	26	4	18	34	9	16
RTOR Reduction (vph)	0	4	0	0	5	0	0	15	0	0	14	0
Lane Group Flow (vph)	19	632	0	17	846	0	0	33	0	0	45	0
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	0.6	17.0		0.6	17.0			5.4			5.4	
Effective Green, g (s)	0.6	17.0		0.6	17.0			5.4			5.4	
Actuated g/C Ratio	0.02	0.47		0.02	0.47			0.15			0.15	
Clearance Time (s)	3.5	5.3		3.5	5.3			4.0			4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)	29	1661		29	1659			208			211	
v/s Ratio Prot	c0.01	0.18		0.01	c0.24							
v/s Ratio Perm								0.02			c0.03	
v/c Ratio	0.66	0.38		0.59	0.51			0.16			0.22	
Uniform Delay, d1	17.5	6.0		17.5	6.5			13.2			13.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	33.9	0.1		18.0	0.1			0.1			0.2	
Delay (s)	51.4	6.1		35.4	6.6			13.4			13.5	
Level of Service	D	A		D	A			B			B	
Approach Delay (s)		7.4			7.2			13.4			13.5	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	35.8	Sum of lost time (s)	12.8
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

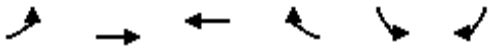
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	22	5	4	4	14	19	6	6	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	0	0	22	5	4	4	14	19	6	6	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	56	59	6	50	50	24	6			33		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	56	59	6	50	50	24	6			33		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	98	99	100	100			100		
cM capacity (veh/h)	929	827	1077	946	837	1053	1615			1579		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	31	37	12
Volume Left	0	22	4	6
Volume Right	0	4	19	0
cSH	1700	939	1615	1579
Volume to Capacity	0.00	0.03	0.00	0.00
Queue Length 95th (ft)	0	3	0	0
Control Delay (s)	0.0	9.0	0.8	3.7
Lane LOS	A	A	A	A
Approach Delay (s)	0.0	9.0	0.8	3.7
Approach LOS	A	A		

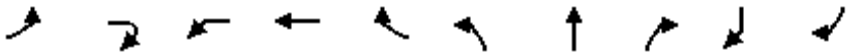
Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	9	651	882	61	24	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	9	651	882	61	24	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		1080	717			
pX, platoon unblocked						
vC, conflicting volume	943				1256	472
vC1, stage 1 conf vol					912	
vC2, stage 2 conf vol					344	
vCu, unblocked vol	943				1256	472
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	99
cM capacity (veh/h)	723				327	539

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	9	326	326	588	355	29
Volume Left	9	0	0	0	0	24
Volume Right	0	0	0	0	61	5
cSH	723	1700	1700	1700	1700	351
Volume to Capacity	0.01	0.19	0.19	0.35	0.21	0.08
Queue Length 95th (ft)	1	0	0	0	0	7
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	16.2
Lane LOS	B					C
Approach Delay (s)	0.1			0.0		16.2
Approach LOS						C

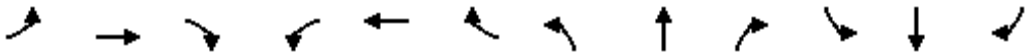
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBR	SBR2
Lane Configurations										
Volume (vph)	566	34	1	0	4	48	1150	3	2775	767
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Lane Util. Factor	0.97	1.00		1.00		1.00	0.86	1.00	*0.91	1.00
Frpb, ped/bikes	1.00	0.93		0.59		1.00	1.00	0.83	1.00	0.92
Flpb, ped/bikes	0.94	1.00		0.90		1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85		0.89		1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00		0.99		0.95	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3214	1465		872		1770	6408	1319	6713	1460
Flt Permitted	0.75	1.00		0.99		0.95	1.00	1.00	1.00	1.00
Satd. Flow (perm)	2552	1465		872		1770	6408	1319	6713	1460
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	566	34	1	0	4	48	1150	3	2775	767
RTOR Reduction (vph)	0	24	0	4	0	0	0	1	0	326
Lane Group Flow (vph)	566	10	0	1	0	48	1150	2	2775	441
Confl. Peds. (#/hr)	45	45	45		45			45		45
Turn Type	custom	custom	Perm			Prot		Perm	custom	custom
Protected Phases				3		5	2		6	
Permitted Phases	4	4	3					2		6
Actuated Green, G (s)	28.2	28.2		1.0		5.7	57.7	57.7	48.0	48.0
Effective Green, g (s)	28.2	28.2		1.0		5.7	57.7	57.7	48.0	48.0
Actuated g/C Ratio	0.28	0.28		0.01		0.06	0.58	0.58	0.48	0.48
Clearance Time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	720	413		9		101	3697	761	3222	701
v/s Ratio Prot						c0.03	0.18		c0.41	
v/s Ratio Perm	c0.22	0.01		0.00				0.00		0.30
v/c Ratio	0.79	0.02		0.12		0.48	0.31	0.00	0.86	0.63
Uniform Delay, d1	33.1	25.9		49.1		45.7	10.9	9.0	23.0	19.4
Progression Factor	1.00	1.00		1.00		0.93	0.51	0.58	1.00	1.00
Incremental Delay, d2	5.7	0.0		5.7		3.3	0.2	0.0	3.3	4.2
Delay (s)	38.8	26.0		54.7		45.9	5.8	5.2	26.3	23.6
Level of Service	D	C		D		D	A	A	C	C
Approach Delay (s)				54.7			7.4			
Approach LOS				D			A			

Intersection Summary			
HCM Average Control Delay	23.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

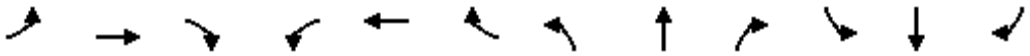
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	43	47	11	20	0	0	0	0	66	2784	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5						4.0	
Lane Util. Factor		1.00	1.00		1.00						0.86	
Frpb, ped/bikes		1.00	0.98		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.98						1.00	
Satd. Flow (prot)		1863	1549		1824						6395	
Flt Permitted		1.00	1.00		0.90						1.00	
Satd. Flow (perm)		1863	1549		1678						6395	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	43	47	11	20	0	0	0	0	66	2784	5
RTOR Reduction (vph)	0	0	41	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	43	6	0	31	0	0	0	0	0	2855	0
Confl. Peds. (#/hr)			10	10						10		10
Turn Type			Perm	Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Actuated Green, G (s)		8.0	8.0		8.0						42.2	
Effective Green, g (s)		8.0	8.0		8.0						42.2	
Actuated g/C Ratio		0.12	0.12		0.12						0.62	
Clearance Time (s)		3.5	3.5		3.5						4.0	
Vehicle Extension (s)		2.0	2.0		2.0						5.0	
Lane Grp Cap (vph)		219	183		198						3975	
v/s Ratio Prot		c0.02										
v/s Ratio Perm			0.00		0.02						0.45	
v/c Ratio		0.20	0.03		0.16						0.72	
Uniform Delay, d1		27.0	26.5		26.9						8.8	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.2	0.0		0.1						0.8	
Delay (s)		27.2	26.5		27.1						9.6	
Level of Service		C	C		C						A	
Approach Delay (s)		26.9			27.1			0.0			9.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	67.9	Sum of lost time (s)	17.7
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



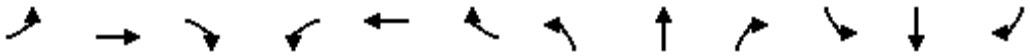
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	9	0	0	6	3	23	1104	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.97			1.00				
Flpb, ped/bikes	0.93	0.94			1.00			1.00				
Frt	1.00	1.00			0.95			1.00				
Flt Protected	0.95	0.96			1.00			1.00				
Satd. Flow (prot)	1562	1610			1730			6382				
Flt Permitted	0.75	0.86			1.00			1.00				
Satd. Flow (perm)	1236	1437			1730			6382				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	9	0	0	6	3	23	1104	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	39	40	0	0	7	0	0	1127	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)	19.0	19.0			19.0			22.0				
Effective Green, g (s)	19.0	19.0			19.0			22.0				
Actuated g/C Ratio	0.38	0.38			0.38			0.44				
Clearance Time (s)	4.0	4.0			4.0			5.0				
Lane Grp Cap (vph)	470	546			657			2808				
v/s Ratio Prot					0.00							
v/s Ratio Perm	c0.03	0.03						0.18				
v/c Ratio	0.08	0.07			0.01			0.40				
Uniform Delay, d1	9.9	9.9			9.6			9.5				
Progression Factor	1.00	1.00			1.00			0.17				
Incremental Delay, d2	0.3	0.3			0.0			0.4				
Delay (s)	10.3	10.1			9.7			2.0				
Level of Service	B	B			A			A				
Approach Delay (s)		10.2			9.7			2.0			0.0	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	2.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	97	26	2	31	21	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	97	26	2	31	21	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	512					
pX, platoon unblocked						
vC, conflicting volume			123		145	110
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			123		145	110
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	99
cM capacity (veh/h)			1464		846	943

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	123	33	26
Volume Left	0	2	21
Volume Right	26	0	5
cSH	1700	1464	863
Volume to Capacity	0.07	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.5	9.3
Lane LOS		A	A
Approach Delay (s)	0.0	0.5	9.3
Approach LOS			A

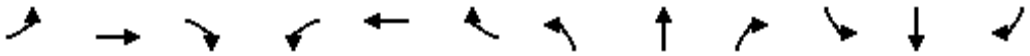
Intersection Summary			
Average Delay		1.4	
Intersection Capacity Utilization		16.7%	ICU Level of Service A
Analysis Period (min)		15	
Description: SB coded as EB			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	2	0	1119	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	0	0	0	0	2	0	1119	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								504			677	
pX, platoon unblocked												
vC, conflicting volume	282	1119	0	1119	1119	280	0			1119		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	282	1119	0	1119	1119	280	0			1119		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	647	205	1084	161	205	717	1622			620		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4
Volume Total	0	2	186	373	373	186
Volume Left	0	0	0	0	0	0
Volume Right	0	2	0	0	0	0
cSH	1700	717	1622	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.22	0.22	0.11
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	10.0	0.0	0.0	0.0	0.0
Lane LOS	A	B				
Approach Delay (s)	0.0	10.0	0.0			
Approach LOS	A	B				

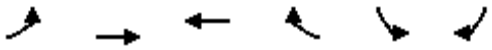
Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	26.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	59	46	190	19	37	10	87	22	31	435	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	4	59	46	190	19	37	10	87	22	31	435	5

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	109	209	37	119	31	440
Volume Left (vph)	4	190	0	10	31	0
Volume Right (vph)	46	0	37	22	0	5
Hadj (s)	-0.21	0.49	-0.67	-0.06	0.53	0.03
Departure Headway (s)	6.6	7.0	5.8	6.4	6.4	5.9
Degree Utilization, x	0.20	0.40	0.06	0.21	0.06	0.72
Capacity (veh/h)	492	485	571	507	538	591
Control Delay (s)	11.2	13.4	7.9	11.2	8.6	21.4
Approach Delay (s)	11.2	12.6		11.2	20.6	
Approach LOS	B	B		B	C	

Intersection Summary				
Delay	16.2			
HCM Level of Service	C			
Intersection Capacity Utilization	48.1%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	11	103	233	42	46	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	11	103	233	42	46	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			841			
pX, platoon unblocked						
vC, conflicting volume	275				328	138
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	275				328	138
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	97
cM capacity (veh/h)	1285				636	886

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	45	69	155	120	71
Volume Left	11	0	0	0	46
Volume Right	0	0	0	42	25
cSH	1285	1700	1700	1700	706
Volume to Capacity	0.01	0.04	0.09	0.07	0.10
Queue Length 95th (ft)	1	0	0	0	8
Control Delay (s)	2.0	0.0	0.0	0.0	10.7
Lane LOS	A				B
Approach Delay (s)	0.8		0.0		10.7
Approach LOS					B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations											
Volume (vph)	72	61	39	93	24	3	15	3	26	2593	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0			4.0			5.5	
Lane Util. Factor	0.95		1.00	1.00			1.00			0.91	
Frpb, ped/bikes	1.00		1.00	0.98			0.99			0.99	
Flpb, ped/bikes	1.00		0.96	1.00			1.00			0.90	
Frt	0.93		1.00	0.97			0.98			0.99	
Flt Protected	1.00		0.95	1.00			0.99			0.95	
Satd. Flow (prot)	3296		1706	1772			1796			5741	
Flt Permitted	1.00		0.67	1.00			0.99			0.95	
Satd. Flow (perm)	3296		1199	1772			1796			5741	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	72	61	39	93	24	3	15	3	26	2593	146
RTOR Reduction (vph)	51	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	82	0	39	117	0	0	18	0	0	2765	0
Confl. Peds. (#/hr)			36		36			36	36		36
Turn Type			Perm			Perm			Perm		
Protected Phases	4			4			1			2 3	
Permitted Phases			4			1			2 3		
Actuated Green, G (s)	16.8		16.8	16.8			10.2			39.8	
Effective Green, g (s)	16.8		16.8	16.8			10.2			39.8	
Actuated g/C Ratio	0.17		0.17	0.17			0.10			0.40	
Clearance Time (s)	4.0		4.0	4.0			4.0				
Vehicle Extension (s)	5.0		5.0	5.0			5.0				
Lane Grp Cap (vph)	554		201	298			183			2285	
v/s Ratio Prot	0.02			c0.07							
v/s Ratio Perm			0.03				0.01			0.48	
v/c Ratio	0.15		0.19	0.39			0.10			1.21	
Uniform Delay, d1	35.5		35.8	37.1			40.7			30.1	
Progression Factor	1.00		0.88	0.88			1.00			1.00	
Incremental Delay, d2	0.3		1.0	1.8			0.5			98.9	
Delay (s)	35.8		32.4	34.4			41.2			129.0	
Level of Service	D		C	C			D			F	
Approach Delay (s)	35.8			33.9			41.2			129.0	
Approach LOS	D			C			D			F	

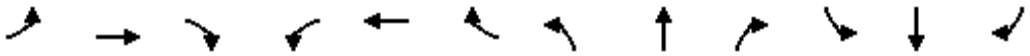
Intersection Summary			
HCM Average Control Delay	119.5	HCM Level of Service	F
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	33.2
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	80	22	1	144	5	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	80	22	1	144	5	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	905			825		
pX, platoon unblocked						
vC, conflicting volume			102		165	51
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			102		165	51
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1488		809	1006

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	53	49	49	96	6
Volume Left	0	0	1	0	5
Volume Right	0	22	0	0	1
cSH	1700	1700	1488	1700	836
Volume to Capacity	0.03	0.03	0.00	0.06	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.2	0.0	9.3
Lane LOS			A		A
Approach Delay (s)	0.0		0.1		9.3
Approach LOS					A

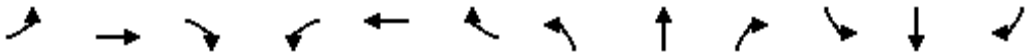
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	14.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	58	7	0	94	7	8	0	0	7	23	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	18	58	7	0	94	7	8	0	0	7	23	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1122			608							
pX, platoon unblocked												
vC, conflicting volume	101			65			194	198	32	162	198	50
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	101			65			194	198	32	162	198	50
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	100	100	99	97	96
cM capacity (veh/h)	1489			1535			695	688	1034	780	688	1007

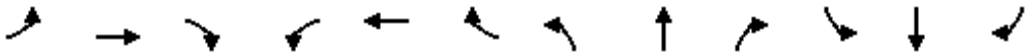
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	47	36	47	54	8	68
Volume Left	18	0	0	0	8	7
Volume Right	0	7	0	7	0	38
cSH	1489	1700	1535	1700	695	848
Volume to Capacity	0.01	0.02	0.00	0.03	0.01	0.08
Queue Length 95th (ft)	1	0	0	0	1	7
Control Delay (s)	2.9	0.0	0.0	0.0	10.2	9.6
Lane LOS	A				B	A
Approach Delay (s)	1.6		0.0		10.2	9.6
Approach LOS					B	A

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	18.1%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	5	0	0	7	2	89	1070	3	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.98			1.00				
Flpb, ped/bikes	0.91	0.92			1.00			1.00				
Frt	1.00	1.00			0.97			1.00				
Flt Protected	0.95	0.96			1.00			1.00				
Satd. Flow (prot)	1532	1568			1767			6362				
Flt Permitted	0.75	0.82			1.00			1.00				
Satd. Flow (perm)	1212	1339			1767			6362				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	66	5	0	0	7	2	89	1070	3	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	1	0	0	0	0
Lane Group Flow (vph)	36	35	0	0	7	0	0	1161	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		2			2			4				
Permitted Phases	2						4					
Actuated Green, G (s)	12.0	12.0			12.0			30.0				
Effective Green, g (s)	12.0	12.0			12.0			30.0				
Actuated g/C Ratio	0.24	0.24			0.24			0.60				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	291	321			424			3817				
v/s Ratio Prot					0.00							
v/s Ratio Perm	c0.03	0.03						0.18				
v/c Ratio	0.12	0.11			0.02			0.30				
Uniform Delay, d1	14.9	14.8			14.5			4.9				
Progression Factor	0.76	0.76			1.00			0.23				
Incremental Delay, d2	0.8	0.7			0.1			0.2				
Delay (s)	12.2	12.0			14.6			1.3				
Level of Service	B	B			B			A				
Approach Delay (s)		12.1			14.6			1.3			0.0	
Approach LOS		B			B			A			A	

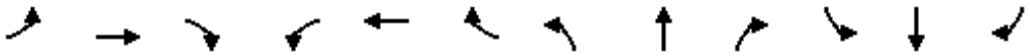
Intersection Summary			
HCM Average Control Delay	2.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	23	6	12	16	12	0	0	0	271	2398	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5						5.5	
Lane Util. Factor		1.00			1.00						0.86	
Frt		0.97			0.96						1.00	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		1811			1761						6362	
Flt Permitted		1.00			0.94						1.00	
Satd. Flow (perm)		1811			1683						6362	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	23	6	12	16	12	0	0	0	271	2398	39
RTOR Reduction (vph)	0	5	0	0	10	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	24	0	0	30	0	0	0	0	0	2706	0
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		20.1			20.1						65.9	
Effective Green, g (s)		20.1			20.1						65.9	
Actuated g/C Ratio		0.20			0.20						0.66	
Clearance Time (s)		3.5			3.5						5.5	
Lane Grp Cap (vph)		364			338						4193	
v/s Ratio Prot		0.01										
v/s Ratio Perm					c0.02						0.43	
v/c Ratio		0.07			0.09						0.65	
Uniform Delay, d1		32.4			32.5						10.1	
Progression Factor		1.00			1.00						1.31	
Incremental Delay, d2		0.4			0.5						0.1	
Delay (s)		32.7			33.0						13.3	
Level of Service		C			C						B	
Approach Delay (s)		32.7			33.0			0.0			13.3	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

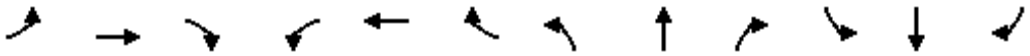
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	236	4	1	26	2	3	2	46	2	0	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	236	4	1	26	2	3	2	46	2	0	2

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	240	29	51	4
Volume Left (vph)	0	1	3	2
Volume Right (vph)	4	2	46	2
Hadj (s)	0.02	0.00	-0.50	-0.17
Departure Headway (s)	4.1	4.2	4.0	4.4
Degree Utilization, x	0.27	0.03	0.06	0.00
Capacity (veh/h)	870	824	840	759
Control Delay (s)	8.6	7.4	7.2	7.4
Approach Delay (s)	8.6	7.4	7.2	7.4
Approach LOS	A	A	A	A

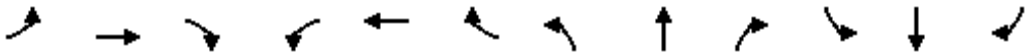
Intersection Summary			
Delay	8.2		
HCM Level of Service	A		
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	105	0	0	6	14	26	1099	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.86				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1770	1863			1863	1583		6391				
Flt Permitted	0.75	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1404	1863			1863	1583		6391				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	56	105	0	0	6	14	26	1099	11	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	11	0	2	0	0	0	0
Lane Group Flow (vph)	56	105	0	0	6	3	0	1134	0	0	0	0
Turn Type	Perm					Perm	Perm					
Protected Phases		2			2			4				
Permitted Phases	2					2	4					
Actuated Green, G (s)	12.0	12.0			12.0	12.0		30.0				
Effective Green, g (s)	12.0	12.0			12.0	12.0		30.0				
Actuated g/C Ratio	0.24	0.24			0.24	0.24		0.60				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Grp Cap (vph)	337	447			447	380		3835				
v/s Ratio Prot		c0.06			0.00							
v/s Ratio Perm	0.04					0.00		0.18				
v/c Ratio	0.17	0.23			0.01	0.01		0.30				
Uniform Delay, d1	15.0	15.3			14.5	14.5		4.9				
Progression Factor	1.00	1.00			1.00	1.00		0.99				
Incremental Delay, d2	1.1	1.2			0.1	0.0		0.2				
Delay (s)	16.1	16.5			14.5	14.5		5.0				
Level of Service	B	B			B	B		A				
Approach Delay (s)		16.4			14.5			5.0			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.2%	ICU Level of Service	A
Analysis Period (min)	15		

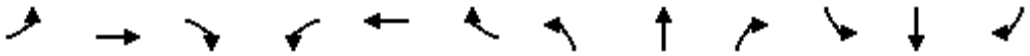
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	0	1	45	17	40	15	86	9	209	338	68
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1	0	1	45	17	40	15	86	9	209	338	68
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)								439				
pX, platoon unblocked												
vC, conflicting volume	959	915	372	912	944	90	406			95		
vC1, stage 1 conf vol	790	790		120	120							
vC2, stage 2 conf vol	169	125		791	824							
vCu, unblocked vol	959	915	372	912	944	90	406			95		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	85	94	96	99			86		
cM capacity (veh/h)	310	329	674	305	309	967	1153			1499		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	2	45	57	110	615
Volume Left	1	45	0	15	209
Volume Right	1	0	40	9	68
cSH	424	305	591	1153	1499
Volume to Capacity	0.00	0.15	0.10	0.01	0.14
Queue Length 95th (ft)	0	13	8	1	12
Control Delay (s)	13.5	18.8	11.7	1.2	3.6
Lane LOS	B	C	B	A	A
Approach Delay (s)	13.5	14.9		1.2	3.6
Approach LOS	B	B			

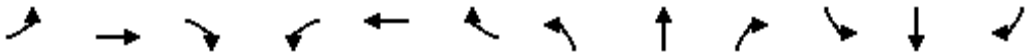
Intersection Summary				
Average Delay	4.7			
Intersection Capacity Utilization	51.2%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	6	66	24	17	90	20	24	78	29	5	38	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	6	66	24	17	90	20	24	78	29	5	38	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	96	127	131	54
Volume Left (vph)	6	17	24	5
Volume Right (vph)	24	20	29	11
Hadj (s)	-0.10	-0.03	-0.06	-0.07
Departure Headway (s)	4.4	4.4	4.4	4.5
Degree Utilization, x	0.12	0.16	0.16	0.07
Capacity (veh/h)	782	771	772	745
Control Delay (s)	8.0	8.2	8.3	7.8
Approach Delay (s)	8.0	8.2	8.3	7.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.1			
HCM Level of Service	A			
Intersection Capacity Utilization	30.4%	ICU Level of Service	A	
Analysis Period (min)	15			



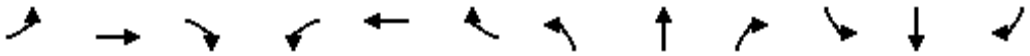
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	314	33	0	48	1	5	6	16	1	14	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5			3.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			1.00			0.92			0.99	
Flt Protected		1.00			1.00			0.99			1.00	
Satd. Flow (prot)		1838			1858			1698			1841	
Flt Permitted		1.00			1.00			0.98			1.00	
Satd. Flow (perm)		1837			1858			1682			1839	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	314	33	0	48	1	5	6	16	1	14	1
RTOR Reduction (vph)	0	8	0	0	1	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	342	0	0	48	0	0	20	0	0	16	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		14.5			14.5			28.5			28.5	
Effective Green, g (s)		14.5			14.5			28.5			28.5	
Actuated g/C Ratio		0.29			0.29			0.57			0.57	
Clearance Time (s)		3.5			3.5			3.5			3.5	
Lane Grp Cap (vph)		533			539			959			1048	
v/s Ratio Prot					0.03							
v/s Ratio Perm		c0.19						c0.01			0.01	
v/c Ratio		0.64			0.09			0.02			0.01	
Uniform Delay, d1		15.5			12.9			4.7			4.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		5.8			0.3			0.0			0.0	
Delay (s)		21.3			13.3			4.7			4.7	
Level of Service		C			B			A			A	
Approach Delay (s)		21.3			13.3			4.7			4.7	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	276	95	0	0	0	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5
Lane Util. Factor	0.97	1.00				1.00
Frpb, ped/bikes	1.00	1.00				1.00
Flpb, ped/bikes	1.00	1.00				1.00
Frt	1.00	0.85				1.00
Flt Protected	0.95	1.00				1.00
Satd. Flow (prot)	3433	1583				1863
Flt Permitted	0.95	1.00				1.00
Satd. Flow (perm)	3433	1583				1863
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	276	95	0	0	0	425
RTOR Reduction (vph)	157	54	0	0	0	0
Lane Group Flow (vph)	119	41	0	0	0	425
Confl. Peds. (#/hr)		72				
Turn Type		Prot				
Protected Phases	1	1				2
Permitted Phases						
Actuated Green, G (s)	21.5	21.5				21.5
Effective Green, g (s)	21.5	21.5				21.5
Actuated g/C Ratio	0.43	0.43				0.43
Clearance Time (s)	3.5	3.5				3.5
Lane Grp Cap (vph)	1476	681				801
v/s Ratio Prot	c0.03	0.03				c0.23
v/s Ratio Perm						
v/c Ratio	0.08	0.06				0.53
Uniform Delay, d1	8.4	8.3				10.5
Progression Factor	1.00	1.87				1.00
Incremental Delay, d2	0.1	0.2				2.5
Delay (s)	8.5	15.7				13.0
Level of Service	A	B				B
Approach Delay (s)	10.4		0.0			13.0
Approach LOS	B		A			B

Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



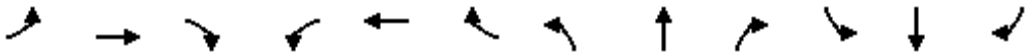
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	26	275	0	0	0	0	0	1524	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5						3.5	
Lane Util. Factor					0.91						0.91	
Frpb, ped/bikes					1.00						0.99	
Flpb, ped/bikes					1.00						1.00	
Frt					1.00						0.98	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5039						4947	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5039						4947	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	26	275	0	0	0	0	0	1524	207
RTOR Reduction (vph)	0	0	0	0	17	0	0	0	0	0	35	0
Lane Group Flow (vph)	0	0	0	0	284	0	0	0	0	0	1696	0
Confl. Peds. (#/hr)				72								72
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)					17.5						20.5	
Effective Green, g (s)					17.5						20.5	
Actuated g/C Ratio					0.35						0.41	
Clearance Time (s)					3.5						3.5	
Lane Grp Cap (vph)					1764						2028	
v/s Ratio Prot											c0.34	
v/s Ratio Perm					0.06							
v/c Ratio					0.16						0.84	
Uniform Delay, d1					11.2						13.2	
Progression Factor					1.00						0.85	
Incremental Delay, d2					0.2						3.3	
Delay (s)					11.4						14.6	
Level of Service					B						B	
Approach Delay (s)		0.0			11.4			0.0			14.6	
Approach LOS		A			B			A			B	

Intersection Summary			
HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	10	0	0	0	9	656
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	0	0	0	9	656
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)					430	
pX, platoon unblocked						
vC, conflicting volume	674	0	23	18	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	674	0	23	18	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	97	100	100	100	99	
cM capacity (veh/h)	374	1085	965	871	1623	

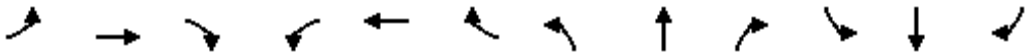
Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	10	9	328	328
Volume Left	0	9	0	0
Volume Right	0	0	328	328
cSH	374	1623	1700	1700
Volume to Capacity	0.03	0.01	0.19	0.19
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	14.9	7.2	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.9	0.1		
Approach LOS	B			

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		



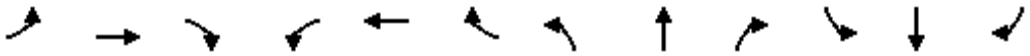
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	535	48	0	0	0	0	27	290	11	19	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5		3.5	
Lane Util. Factor	1.00	0.95						0.95	0.95		1.00	
Frpb, ped/bikes	1.00	0.99						0.94	0.92		1.00	
Flpb, ped/bikes	0.89	1.00						1.00	1.00		0.98	
Frt	1.00	0.99						0.88	0.85		1.00	
Flt Protected	0.95	1.00						1.00	1.00		0.98	
Satd. Flow (prot)	1571	3473						1448	1387		1793	
Flt Permitted	0.95	1.00						1.00	1.00		0.91	
Satd. Flow (perm)	1571	3473						1448	1387		1661	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	66	535	48	0	0	0	0	27	290	11	19	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	94	111	0	0	0
Lane Group Flow (vph)	66	570	0	0	0	0	0	66	46	0	30	0
Confl. Peds. (#/hr)	72		72						72	72		
Turn Type	Perm								Perm	Perm		
Protected Phases		1						2			2	
Permitted Phases	1								2	2		
Actuated Green, G (s)	23.5	23.5						14.5	14.5		14.5	
Effective Green, g (s)	23.5	23.5						14.5	14.5		14.5	
Actuated g/C Ratio	0.47	0.47						0.29	0.29		0.29	
Clearance Time (s)	3.5	3.5						3.5	3.5		3.5	
Lane Grp Cap (vph)	738	1632						420	402		482	
v/s Ratio Prot		c0.16						c0.05				
v/s Ratio Perm	0.04								0.03		0.02	
v/c Ratio	0.09	0.35						0.16	0.11		0.06	
Uniform Delay, d1	7.3	8.4						13.2	13.0		12.8	
Progression Factor	0.20	0.13						2.54	3.81		1.00	
Incremental Delay, d2	0.2	0.6						0.8	0.6		0.2	
Delay (s)	1.7	1.6						34.3	50.2		13.1	
Level of Service	A	A						C	D		B	
Approach Delay (s)		1.6			0.0			42.2			13.1	
Approach LOS		A			A			D			B	

Intersection Summary			
HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



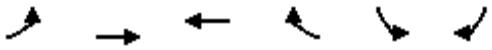
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	710	45	0	0	0	0	0	0	198	508	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5								3.5	3.5	
Lane Util. Factor		0.95								0.91	0.91	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								0.95	1.00	
Frt		0.99								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		3495								1528	3377	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		3495								1528	3377	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	710	45	0	0	0	0	0	0	198	508	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	109	5	0
Lane Group Flow (vph)	0	746	0	0	0	0	0	0	0	69	523	0
Confl. Peds. (#/hr)			72							72		
Turn Type										Perm		
Protected Phases		1									2	
Permitted Phases										2		
Actuated Green, G (s)		18.5								19.5	19.5	
Effective Green, g (s)		18.5								19.5	19.5	
Actuated g/C Ratio		0.37								0.39	0.39	
Clearance Time (s)		3.5								3.5	3.5	
Lane Grp Cap (vph)		1293								596	1317	
v/s Ratio Prot		c0.21										
v/s Ratio Perm										0.05	0.15	
v/c Ratio		0.58								0.12	0.40	
Uniform Delay, d1		12.6								9.7	11.0	
Progression Factor		1.33								3.43	1.13	
Incremental Delay, d2		1.8								0.4	0.8	
Delay (s)		18.6								33.8	13.2	
Level of Service		B								C	B	
Approach Delay (s)		18.6			0.0			0.0			18.4	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



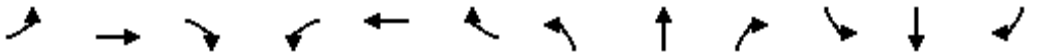
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	237	0	0	0	35	0	993	21	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	1.00				1.00		1.00				
Frt	1.00	1.00				0.86		1.00				
Flt Protected	0.95	1.00				1.00		1.00				
Satd. Flow (prot)	3221	1682				1611		5056				
Flt Permitted	0.95	1.00				1.00		1.00				
Satd. Flow (perm)	3221	1682				1611		5056				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	167	237	0	0	0	35	0	993	21	0	0	0
RTOR Reduction (vph)	113	4	0	0	0	31	0	5	0	0	0	0
Lane Group Flow (vph)	38	250	0	0	0	4	0	1009	0	0	0	0
Confl. Peds. (#/hr)	72					72			72			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	12.5	21.5				5.5		21.5				
Effective Green, g (s)	12.5	21.5				5.5		21.5				
Actuated g/C Ratio	0.25	0.43				0.11		0.43				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	805	723				177		2174				
v/s Ratio Prot	0.01	c0.09				0.00		c0.20				
v/s Ratio Perm		0.06										
v/c Ratio	0.05	0.35				0.02		0.46				
Uniform Delay, d1	14.2	9.5				19.8		10.1				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	0.1	1.3				0.2		0.7				
Delay (s)	14.3	10.9				20.1		10.9				
Level of Service	B	B				C		B				
Approach Delay (s)		12.1			20.1			10.9			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



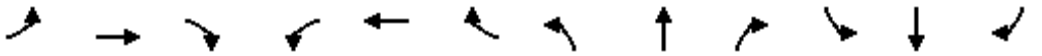
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	313	241	75	12	148	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.91	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	1863	1863	1583	1670	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	1863	1863	1583	1670	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	313	241	75	12	148	277
RTOR Reduction (vph)	0	0	0	6	48	0
Lane Group Flow (vph)	313	241	75	6	377	0
Turn Type	Prot			pm+ov		
Protected Phases	7	4	8	1	1	
Permitted Phases				8		
Actuated Green, G (s)	18.1	19.9	11.1	32.6	21.5	
Effective Green, g (s)	18.1	19.9	11.1	32.6	21.5	
Actuated g/C Ratio	0.29	0.31	0.18	0.52	0.34	
Clearance Time (s)	4.5	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.5	4.5	4.5	3.0	3.0	
Lane Grp Cap (vph)	507	587	327	917	568	
v/s Ratio Prot	c0.18	c0.13	0.04	0.00	c0.23	
v/s Ratio Perm				0.00		
v/c Ratio	0.62	0.41	0.23	0.01	0.66	
Uniform Delay, d1	19.5	17.0	22.4	7.4	17.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	0.8	0.6	0.0	2.9	
Delay (s)	21.5	17.8	23.0	7.4	20.7	
Level of Service	C	B	C	A	C	
Approach Delay (s)		19.9	20.9		20.7	
Approach LOS		B	C		C	

Intersection Summary			
HCM Average Control Delay	20.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	8.5
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	756	67	125	655	0	0	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					0.99		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6136		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6136		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	756	67	125	655	0	0	0	25
RTOR Reduction (vph)	0	0	0	0	21	0	99	0	0	0	0	24
Lane Group Flow (vph)	0	0	0	0	802	0	27	655	0	0	0	1
Confl. Peds. (#/hr)						72						
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					25.3		10.6	15.7				1.1
Effective Green, g (s)					25.3		10.6	15.7				1.1
Actuated g/C Ratio					0.51		0.21	0.31				0.02
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					3105		728	1056				61
v/s Ratio Prot					c0.13		0.01	c0.19				0.00
v/s Ratio Perm												
v/c Ratio					0.26		0.04	0.62				0.01
Uniform Delay, d1					7.0		15.6	14.6				23.9
Progression Factor					1.90		1.60	0.94				1.00
Incremental Delay, d2					0.2		0.0	0.7				0.1
Delay (s)					13.5		25.0	14.4				24.0
Level of Service					B		C	B				C
Approach Delay (s)		0.0			13.5			16.1			24.0	
Approach LOS		A			B			B			C	

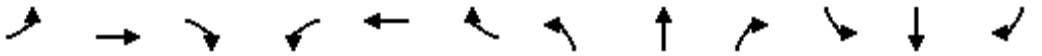
Intersection Summary			
HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	61	842	63	41	236	0	0	17	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.91		0.91	0.91			0.95	0.95
Frpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Flpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Frt					0.99		1.00	1.00			0.93	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					4955		1610	3387			1645	1504
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					4955		1610	3387			1645	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	61	842	63	41	236	0	0	17	45
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	13	26
Lane Group Flow (vph)	0	0	0	0	951	0	37	240	0	0	19	5
Confl. Peds. (#/hr)				72		72						
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					16.5		15.5	15.5			7.5	7.5
Effective Green, g (s)					16.5		15.5	15.5			7.5	7.5
Actuated g/C Ratio					0.33		0.31	0.31			0.15	0.15
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					1635		499	1050			247	226
v/s Ratio Prot							0.02	c0.07			c0.01	0.00
v/s Ratio Perm					0.19							
v/c Ratio					0.58		0.07	0.23			0.08	0.02
Uniform Delay, d1					13.9		12.2	12.8			18.3	18.1
Progression Factor					0.97		1.47	1.42			0.90	1.23
Incremental Delay, d2					1.5		0.3	0.5			0.6	0.2
Delay (s)					14.9		18.2	18.7			17.1	22.4
Level of Service					B		B	B			B	C
Approach Delay (s)		0.0			14.9			18.7			19.7	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	169	760	0	0	0	0	0	335	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5						3.5	3.5
Lane Util. Factor				0.86	0.86						0.95	0.88
Frpb, ped/bikes				1.00	1.00						1.00	1.00
Flpb, ped/bikes				0.86	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1303	4786						3539	2787
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1303	4786						3539	2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	169	760	0	0	0	0	0	335	206
RTOR Reduction (vph)	0	0	0	66	2	0	0	0	0	0	0	151
Lane Group Flow (vph)	0	0	0	86	775	0	0	0	0	0	335	55
Confl. Peds. (#/hr)				72								
Turn Type				Perm								Perm
Protected Phases					1						2	
Permitted Phases				1								2
Actuated Green, G (s)				56.5	56.5						26.5	26.5
Effective Green, g (s)				56.5	56.5						26.5	26.5
Actuated g/C Ratio				0.56	0.56						0.26	0.26
Clearance Time (s)				3.5	3.5						3.5	3.5
Lane Grp Cap (vph)				736	2704						938	739
v/s Ratio Prot											c0.09	
v/s Ratio Perm				0.07	0.16							0.02
v/c Ratio				0.12	0.29						0.36	0.07
Uniform Delay, d1				10.1	11.3						29.8	27.6
Progression Factor				1.00	1.00						0.96	2.32
Incremental Delay, d2				0.3	0.3						1.0	0.2
Delay (s)				10.5	11.6						29.7	64.2
Level of Service				B	B						C	E
Approach Delay (s)		0.0			11.4			0.0			42.8	
Approach LOS		A			B			A			D	

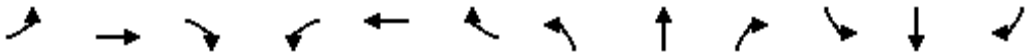
Intersection Summary			
HCM Average Control Delay	23.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	NBR	SBL	SBT	NEL	NER	NER2
Lane Configurations								
Volume (vph)	1425	559	114	135	157	19	1498	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		3.5	3.5	3.5	4.0	4.0	
Lane Util. Factor	0.86		0.88	0.91	0.91	1.00	0.91	
Frpb, ped/bikes	0.98		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	0.96		0.85	1.00	1.00	0.85	0.85	
Flt Protected	1.00		1.00	0.95	0.99	1.00	1.00	
Satd. Flow (prot)	6029		2787	1610	3355	1590	2882	
Flt Permitted	1.00		1.00	0.95	0.99	1.00	1.00	
Satd. Flow (perm)	6029		2787	1610	3355	1590	2882	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1425	559	114	135	157	19	1498	252
RTOR Reduction (vph)	0	0	10	0	0	0	23	0
Lane Group Flow (vph)	1984	0	104	94	198	588	1158	0
Confl. Peds. (#/hr)		36						36
Turn Type			custom	Perm			Prot	
Protected Phases	2				1	3	3	
Permitted Phases			1	1				
Actuated Green, G (s)	34.1		9.9	9.9	9.9	44.5	44.5	
Effective Green, g (s)	34.1		9.9	9.9	9.9	44.5	44.5	
Actuated g/C Ratio	0.34		0.10	0.10	0.10	0.44	0.44	
Clearance Time (s)	4.0		3.5	3.5	3.5	4.0	4.0	
Vehicle Extension (s)	3.0		2.0	2.0	2.0	4.0	4.0	
Lane Grp Cap (vph)	2056		276	159	332	708	1282	
v/s Ratio Prot	c0.33					0.37	c0.40	
v/s Ratio Perm			0.04	0.06	0.06			
v/c Ratio	1.03dr		0.38	0.59	0.60	0.83	0.90	
Uniform Delay, d1	32.4		42.2	43.1	43.1	24.4	25.7	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.2		0.3	3.9	1.9	8.5	9.3	
Delay (s)	45.5		42.5	47.0	45.1	33.0	35.0	
Level of Service	D		D	D	D	C	D	
Approach Delay (s)	45.5				45.7	34.3		
Approach LOS	D				D	C		

Intersection Summary			
HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		

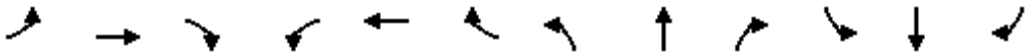
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



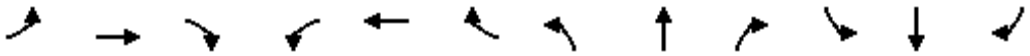
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	591	2530	78	0	0	0	0	279	359	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0			
Lane Util. Factor	0.81	0.76	0.81					0.91	0.91			
Frpb, ped/bikes	1.00	1.00	0.93					0.98	0.94			
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00			
Frt	1.00	1.00	0.85					0.94	0.85			
Flt Protected	0.95	1.00	1.00					1.00	1.00			
Satd. Flow (prot)	1290	5653	1196					3130	1351			
Flt Permitted	0.95	1.00	1.00					1.00	1.00			
Satd. Flow (perm)	1290	5653	1196					3130	1351			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	591	2530	78	0	0	0	0	279	359	0	0	0
RTOR Reduction (vph)	108	2	18	0	0	0	0	2	2	0	0	0
Lane Group Flow (vph)	424	2595	52	0	0	0	0	439	195	0	0	0
Confl. Peds. (#/hr)	36		36						36			
Parking (#/hr)	0											
Turn Type	Split		Perm						Perm			
Protected Phases	1	1						2				
Permitted Phases			1						2			
Actuated Green, G (s)	70.0	70.0	70.0					22.0	22.0			
Effective Green, g (s)	70.0	70.0	70.0					22.0	22.0			
Actuated g/C Ratio	0.70	0.70	0.70					0.22	0.22			
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0			
Vehicle Extension (s)	0.2	0.2	0.2					0.2	0.2			
Lane Grp Cap (vph)	903	3957	837					689	297			
v/s Ratio Prot	0.33	c0.46						0.14				
v/s Ratio Perm			0.04						c0.14			
v/c Ratio	0.47	0.66	0.06					0.64	0.66			
Uniform Delay, d1	6.7	8.3	4.7					35.4	35.6			
Progression Factor	1.27	0.99	0.96					1.00	1.00			
Incremental Delay, d2	0.8	0.4	0.1					1.4	4.0			
Delay (s)	9.4	8.7	4.6					36.8	39.5			
Level of Service	A	A	A					D	D			
Approach Delay (s)		8.7			0.0			37.7			0.0	
Approach LOS		A			A			D			A	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



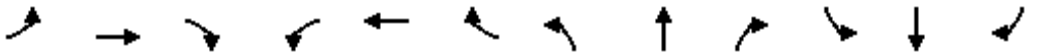
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	283	2448	0	0	0	0	0	1	4	25	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	4.0	3.5		
Lane Util. Factor	0.86	0.86						0.91	0.91	1.00		
Frpb, ped/bikes	1.00	1.00						0.95	1.00	1.00		
Flpb, ped/bikes	0.92	1.00						1.00	1.00	0.94		
Frt	1.00	1.00						0.90	0.85	1.00		
Flt Protected	0.95	1.00						1.00	1.00	0.95		
Satd. Flow (prot)	1404	4799						2907	1441	1664		
Flt Permitted	0.95	1.00						1.00	1.00	0.76		
Satd. Flow (perm)	1404	4799						2907	1441	1323		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	283	2448	0	0	0	0	0	1	4	25	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	2	0	0	0
Lane Group Flow (vph)	255	2476	0	0	0	0	0	1	0	25	0	0
Confl. Peds. (#/hr)	36								36	36		
Turn Type	Perm								NA	D.Pm		
Protected Phases		1						2				
Permitted Phases	1							2		2		
Actuated Green, G (s)	71.5	71.5						21.5	0.0	21.5		
Effective Green, g (s)	71.5	71.5						21.5	0.0	21.5		
Actuated g/C Ratio	0.72	0.72						0.22	0.00	0.22		
Clearance Time (s)	3.5	3.5						3.5		3.5		
Lane Grp Cap (vph)	1004	3431						625	0	284		
v/s Ratio Prot								0.00				
v/s Ratio Perm	0.18	0.52								c0.02		
v/c Ratio	0.25	0.72						0.00	0.00	0.09		
Uniform Delay, d1	5.0	8.4						30.8	50.0	31.4		
Progression Factor	1.21	1.01						1.00	1.00	0.89		
Incremental Delay, d2	0.5	1.1						0.0	0.0	0.5		
Delay (s)	6.5	9.5						30.8	50.0	28.6		
Level of Service	A	A						C	D	C		
Approach Delay (s)		9.2			0.0			38.5			28.6	
Approach LOS		A			A			D			C	

Intersection Summary			
HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2084	282	0	0	0	0	0	0	177	348	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5								3.5	
Lane Util. Factor		0.86	0.86								0.91	
Frpb, ped/bikes		1.00	0.92								1.00	
Flpb, ped/bikes		1.00	1.00								0.98	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								0.98	
Satd. Flow (prot)		4791	1249								4880	
Flt Permitted		1.00	1.00								0.98	
Satd. Flow (perm)		4791	1249								4880	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2084	282	0	0	0	0	0	0	177	348	0
RTOR Reduction (vph)	0	1	58	0	0	0	0	0	0	0	92	0
Lane Group Flow (vph)	0	2111	196	0	0	0	0	0	0	0	433	0
Confl. Peds. (#/hr)			36							36		
Turn Type			Perm							Perm		
Protected Phases		1									2	
Permitted Phases			1							2		
Actuated Green, G (s)		54.5	54.5								28.5	
Effective Green, g (s)		54.5	54.5								28.5	
Actuated g/C Ratio		0.54	0.54								0.28	
Clearance Time (s)		3.5	3.5								3.5	
Lane Grp Cap (vph)		2611	681								1391	
v/s Ratio Prot		c0.44										
v/s Ratio Perm			0.16								0.09	
v/c Ratio		0.81	0.29								0.31	
Uniform Delay, d1		18.5	12.3								28.0	
Progression Factor		0.98	1.46								0.72	
Incremental Delay, d2		1.9	0.7								0.6	
Delay (s)		20.1	18.7								20.8	
Level of Service		C	B								C	
Approach Delay (s)		20.0			0.0			0.0			20.8	
Approach LOS		B			A			A			C	

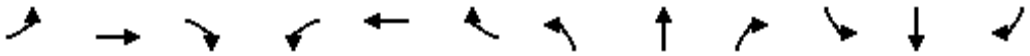
Intersection Summary			
HCM Average Control Delay	20.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	495	53	545	312	0	0	0	0	281	4	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		2.5	3.5						4.0	4.0
Lane Util. Factor		0.95		0.97	1.00						1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.85
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.99		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3443		3433	1863						1775	1352
Flt Permitted		1.00		0.95	1.00						0.95	1.00
Satd. Flow (perm)		3443		3433	1863						1775	1352
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	495	53	545	312	0	0	0	0	281	4	207
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	0	0	0	149
Lane Group Flow (vph)	0	537	0	545	312	0	0	0	0	0	285	58
Confl. Peds. (#/hr)			55									55
Turn Type				Prot						Split		Perm
Protected Phases		2		1 9	3 12 13					4	4	
Permitted Phases												4
Actuated Green, G (s)		12.5		31.0	46.5						21.0	21.0
Effective Green, g (s)		12.5		31.0	46.5						21.0	21.0
Actuated g/C Ratio		0.17		0.41	0.62						0.28	0.28
Clearance Time (s)		4.0									4.0	4.0
Vehicle Extension (s)		6.0									5.0	5.0
Lane Grp Cap (vph)		574		1419	1155						497	379
v/s Ratio Prot		c0.16		c0.16	0.17						c0.16	
v/s Ratio Perm												0.04
v/c Ratio		0.94		0.38	0.27						0.57	0.15
Uniform Delay, d1		30.9		15.3	6.5						23.2	20.3
Progression Factor		1.00		0.15	0.12						1.00	1.00
Incremental Delay, d2		23.9		0.3	0.2						2.5	0.4
Delay (s)		54.8		2.6	1.0						25.7	20.7
Level of Service		D		A	A						C	C
Approach Delay (s)		54.8			2.0			0.0			23.6	
Approach LOS		D			A			A			C	

Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	103.7%	ICU Level of Service	G
Analysis Period (min)	15		

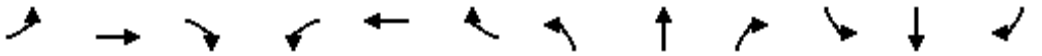
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	314	479	0	0	795	990	59	15	328	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5			4.0	4.0		3.5	3.5			
Lane Util. Factor	1.00	0.95			0.95	1.00		0.95	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.82		1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			1.00	0.85		0.90	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (prot)	1770	3539			3539	1304		1577	1504			
Flt Permitted	0.95	1.00			1.00	1.00		0.99	1.00			
Satd. Flow (perm)	1770	3539			3539	1304		1577	1504			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	314	479	0	0	795	990	59	15	328	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	430	0	85	120	0	0	0
Lane Group Flow (vph)	314	479	0	0	795	560	0	120	77	0	0	0
Confl. Peds. (#/hr)						55	55					
Turn Type	Prot					custom	Split		custom			
Protected Phases	5 14	7 14 15			6 11 15	11	8 16	8 16	8 11 16			
Permitted Phases						6 15						
Actuated Green, G (s)	15.7	34.5			29.0	25.5		19.3	33.5			
Effective Green, g (s)	15.7	34.5			25.5	25.5		19.3	29.5			
Actuated g/C Ratio	0.21	0.46			0.34	0.34		0.26	0.39			
Clearance Time (s)						4.0						
Vehicle Extension (s)						5.0						
Lane Grp Cap (vph)	371	1628			1203	443		406	592			
v/s Ratio Prot	c0.18	0.14			0.22	c0.17		c0.08	0.05			
v/s Ratio Perm						0.26						
v/c Ratio	0.85	0.29			0.66	1.26		0.29	0.13			
Uniform Delay, d1	28.5	12.6			21.1	24.8		22.4	14.6			
Progression Factor	0.74	0.08			1.00	1.00		1.00	1.00			
Incremental Delay, d2	11.2	0.1			1.8	135.6		0.8	0.2			
Delay (s)	32.2	1.1			22.9	160.3		23.2	14.8			
Level of Service	C	A			C	F		C	B			
Approach Delay (s)		13.4			99.1			19.1			0.0	
Approach LOS		B			F			B			A	

Intersection Summary			
HCM Average Control Delay	65.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	103.7%	ICU Level of Service	G
Analysis Period (min)	15		

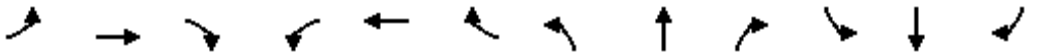
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	606	77	27	1393	23	152	6	10	32	7	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.91			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00	0.95		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		0.98	1.00
Frt	1.00	0.98		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1770	3446		1770	5064			1777	1507		1748	1583
Flt Permitted	0.95	1.00		0.95	1.00			0.71	1.00		0.77	1.00
Satd. Flow (perm)	1770	3446		1770	5064			1314	1507		1400	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	99	606	77	27	1393	23	152	6	10	32	7	223
RTOR Reduction (vph)	0	9	0	0	1	0	0	0	8	0	0	169
Lane Group Flow (vph)	99	674	0	27	1415	0	0	158	2	0	39	54
Confl. Peds. (#/hr)	40		40	40		40			40	40		
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8		8	4		4
Actuated Green, G (s)	7.8	47.1		1.8	41.1			19.5	19.5		19.5	19.5
Effective Green, g (s)	7.8	47.1		1.8	41.1			19.5	19.5		19.5	19.5
Actuated g/C Ratio	0.10	0.59		0.02	0.51			0.24	0.24		0.24	0.24
Clearance Time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.5	2.5		2.0	2.0
Lane Grp Cap (vph)	173	2029		40	2602			320	367		341	386
v/s Ratio Prot	c0.06	0.20		0.02	c0.28							
v/s Ratio Perm								c0.12	0.00		0.03	0.03
v/c Ratio	0.57	0.33		0.68	0.54			0.49	0.01		0.11	0.14
Uniform Delay, d1	34.5	8.4		38.8	13.1			26.0	22.9		23.5	23.7
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	2.8	0.4		29.9	0.8			0.9	0.0		0.1	0.1
Delay (s)	37.3	8.8		68.8	13.9			26.9	22.9		23.6	23.8
Level of Service	D	A		E	B			C	C		C	C
Approach Delay (s)		12.5			15.0			26.6			23.7	
Approach LOS		B			B			C			C	

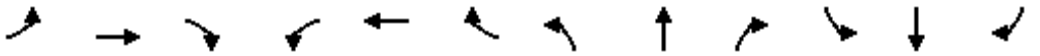
Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.6
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



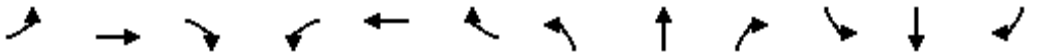
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	600	21	2	1374	17	64	0	9	27	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3521		1770	3533		1770	1583		1770	1583	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.75	1.00	
Satd. Flow (perm)	1770	3521		1770	3533		1353	1583		1400	1583	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	17	600	21	2	1374	17	64	0	9	27	0	47
RTOR Reduction (vph)	0	2	0	0	1	0	0	8	0	0	41	0
Lane Group Flow (vph)	17	619	0	2	1390	0	64	1	0	27	6	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		
Actuated Green, G (s)	0.8	28.8		0.6	28.6		5.6	5.6		5.6	5.6	
Effective Green, g (s)	0.8	28.8		0.6	28.6		5.6	5.6		5.6	5.6	
Actuated g/C Ratio	0.02	0.62		0.01	0.62		0.12	0.12		0.12	0.12	
Clearance Time (s)	3.5	4.5		3.5	4.5		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	30	2181		23	2173		163	191		169	191	
v/s Ratio Prot	c0.01	0.18		0.00	c0.39			0.00			0.00	
v/s Ratio Perm							c0.05			0.02		
v/c Ratio	0.57	0.28		0.09	0.64		0.39	0.01		0.16	0.03	
Uniform Delay, d1	22.7	4.1		22.7	5.7		18.9	18.0		18.3	18.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.8	0.0		0.6	0.5		0.6	0.0		0.2	0.0	
Delay (s)	36.5	4.1		23.3	6.1		19.4	18.0		18.5	18.1	
Level of Service	D	A		C	A		B	B		B	B	
Approach Delay (s)		5.0			6.2			19.3			18.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	46.5	Sum of lost time (s)	11.5
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	658	1	4	1238	8	7	2	27	27	3	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	1.00		1.00	0.86		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3538		1770	3536		1770	1603		1770	1598	
Flt Permitted	0.95	1.00		0.95	1.00		0.73	1.00		0.74	1.00	
Satd. Flow (perm)	1770	3538		1770	3536		1355	1603		1375	1598	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	8	658	1	4	1238	8	7	2	27	27	3	53
RTOR Reduction (vph)	0	0	0	0	0	0	0	24	0	0	47	0
Lane Group Flow (vph)	8	659	0	4	1246	0	7	5	0	27	9	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		
Actuated Green, G (s)	0.7	29.8		0.7	29.8		5.5	5.5		5.5	5.5	
Effective Green, g (s)	0.7	29.8		0.7	29.8		5.5	5.5		5.5	5.5	
Actuated g/C Ratio	0.01	0.63		0.01	0.63		0.12	0.12		0.12	0.12	
Clearance Time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	26	2215		26	2214		157	185		159	185	
v/s Ratio Prot	c0.00	0.19		0.00	c0.35			0.00			0.01	
v/s Ratio Perm							0.01			c0.02		
v/c Ratio	0.31	0.30		0.15	0.56		0.04	0.03		0.17	0.05	
Uniform Delay, d1	23.2	4.1		23.2	5.1		18.7	18.7		19.0	18.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	0.0		1.0	0.2		0.0	0.0		0.2	0.0	
Delay (s)	25.7	4.1		24.2	5.3		18.8	18.7		19.2	18.8	
Level of Service	C	A		C	A		B	B		B	B	
Approach Delay (s)		4.4			5.4			18.7			18.9	
Approach LOS		A			A			B			B	

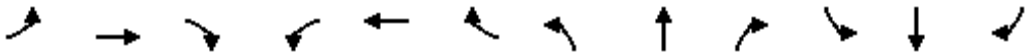
Intersection Summary			
HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	47.6	Sum of lost time (s)	11.6
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	706	8	3	1147	11	11	0	12	13	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.97		1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.98	1.00		0.98	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	3532		1770	3533			1741	1538		1741	1538
Flt Permitted	0.95	1.00		0.95	1.00			0.87	1.00		0.87	1.00
Satd. Flow (perm)	1770	3532		1770	3533			1593	1538		1593	1538
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	15	706	8	3	1147	11	11	0	12	13	0	42
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	11	0	0	37
Lane Group Flow (vph)	15	713	0	3	1157	0	0	11	1	0	13	5
Confl. Peds. (#/hr)			36			36	36		36	36		36
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases		6			2		8		8	4		4
Actuated Green, G (s)	0.6	20.3		0.5	20.2			4.6	4.6		4.6	4.6
Effective Green, g (s)	0.6	20.3		0.5	20.2			4.6	4.6		4.6	4.6
Actuated g/C Ratio	0.02	0.55		0.01	0.55			0.12	0.12		0.12	0.12
Clearance Time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	29	1938		24	1929			198	191		198	191
v/s Ratio Prot	c0.01	0.20		0.00	c0.33							
v/s Ratio Perm								0.01	0.00		c0.01	0.00
v/c Ratio	0.52	0.37		0.12	0.60			0.06	0.01		0.07	0.03
Uniform Delay, d1	18.1	4.7		18.0	5.7			14.3	14.2		14.3	14.2
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	6.3	0.0		0.9	0.3			0.0	0.0		0.1	0.0
Delay (s)	24.4	4.8		18.9	6.0			14.3	14.2		14.4	14.3
Level of Service	C	A		B	A			B	B		B	B
Approach Delay (s)		5.2			6.0			14.3			14.3	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	37.0	Sum of lost time (s)	11.6
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

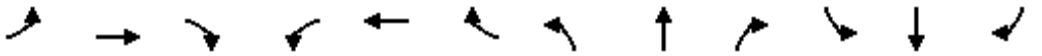
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	618	104	62	1031	4	199	1	95	7	3	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	4.0		3.5	3.5	3.5	3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3436		1770	3536		1681	1686	1583	1770	1643	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.95	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3436		1770	3536		1681	1686	1583	1770	1643	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	618	104	62	1031	4	199	1	95	7	3	11
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	77	0	11	0
Lane Group Flow (vph)	1	716	0	62	1035	0	99	101	18	7	3	0
Confl. Peds. (#/hr)			24			24			24			
Turn Type	Prot			Prot			Split		Prot	Split		
Protected Phases	1	6		5	2		8	8	8	7	7	
Permitted Phases												
Actuated Green, G (s)	0.7	33.8		4.9	38.0		13.0	13.0	13.0	1.9	1.9	
Effective Green, g (s)	0.7	33.8		4.9	38.0		13.0	13.0	13.0	1.9	1.9	
Actuated g/C Ratio	0.01	0.50		0.07	0.56		0.19	0.19	0.19	0.03	0.03	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.5	3.5	3.5	3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	18	1718		128	1988		323	324	304	50	46	
v/s Ratio Prot	0.00	0.21		c0.04	c0.29		0.06	c0.06	0.01	c0.00	0.00	
v/s Ratio Perm												
v/c Ratio	0.06	0.42		0.48	0.52		0.31	0.31	0.06	0.14	0.07	
Uniform Delay, d1	33.1	10.7		30.1	9.2		23.4	23.5	22.3	32.1	32.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.1		1.1	0.1		0.2	0.2	0.0	0.5	0.2	
Delay (s)	33.6	10.7		31.2	9.3		23.6	23.7	22.3	32.5	32.2	
Level of Service	C	B		C	A		C	C	C	C	C	
Approach Delay (s)		10.8			10.5			23.2			32.3	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	67.6	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	683	15	2	890	9	51	2	10	68	27	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.98	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1505	1770	3532		1739	1863	1583	1770	1863	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.74	1.00	1.00	0.76	1.00	1.00
Satd. Flow (perm)	1770	3539	1505	1770	3532		1354	1863	1583	1409	1863	1495
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	22	683	15	2	890	9	51	2	10	68	27	176
RTOR Reduction (vph)	0	0	4	0	1	0	0	0	8	0	0	135
Lane Group Flow (vph)	22	683	11	2	898	0	51	2	2	68	27	41
Confl. Peds. (#/hr)			35			35	35					35
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	1.7	19.9	19.9	0.6	18.8		9.7	9.7	9.7	9.7	9.7	9.7
Effective Green, g (s)	1.7	19.9	19.9	0.6	18.8		9.7	9.7	9.7	9.7	9.7	9.7
Actuated g/C Ratio	0.04	0.48	0.48	0.01	0.46		0.24	0.24	0.24	0.24	0.24	0.24
Clearance Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		0.2	0.2	0.2	2.0	2.0	2.0
Lane Grp Cap (vph)	73	1709	727	26	1612		319	439	373	332	439	352
v/s Ratio Prot	c0.01	0.19		0.00	c0.25			0.00			0.01	
v/s Ratio Perm			0.01				0.04		0.00	c0.05		0.03
v/c Ratio	0.30	0.40	0.01	0.08	0.56		0.16	0.00	0.01	0.20	0.06	0.12
Uniform Delay, d1	19.2	6.8	5.5	20.0	8.2		12.5	12.1	12.1	12.7	12.2	12.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.1	0.0	0.5	0.2		0.1	0.0	0.0	0.1	0.0	0.1
Delay (s)	20.0	6.9	5.5	20.5	8.4		12.6	12.1	12.1	12.8	12.2	12.4
Level of Service	C	A	A	C	A		B	B	B	B	B	B
Approach Delay (s)		7.3			8.4			12.5			12.5	
Approach LOS		A			A			B			B	

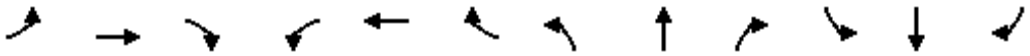
Intersection Summary			
HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	41.2	Sum of lost time (s)	11.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	705	27	9	837	11	27	3	24	26	9	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.3		3.5	5.3			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.98	
Flpb, ped/bikes	0.99	1.00		0.98	1.00			0.99			0.99	
Frt	1.00	0.99		1.00	1.00			0.94			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1749	3511		1739	3530			1666			1674	
Flt Permitted	0.95	1.00		0.95	1.00			0.81			0.84	
Satd. Flow (perm)	1749	3511		1739	3530			1381			1440	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	15	705	27	9	837	11	27	3	24	26	9	29
RTOR Reduction (vph)	0	3	0	0	1	0	0	20	0	0	25	0
Lane Group Flow (vph)	15	729	0	9	847	0	0	34	0	0	39	0
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	0.5	16.9		0.5	16.9			5.4			5.4	
Effective Green, g (s)	0.5	16.9		0.5	16.9			5.4			5.4	
Actuated g/C Ratio	0.01	0.47		0.01	0.47			0.15			0.15	
Clearance Time (s)	3.5	5.3		3.5	5.3			4.0			4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)	25	1667		24	1676			209			218	
v/s Ratio Prot	c0.01	0.21		0.01	c0.24							
v/s Ratio Perm								0.02			c0.03	
v/c Ratio	0.60	0.44		0.38	0.51			0.16			0.18	
Uniform Delay, d1	17.5	6.2		17.4	6.5			13.1			13.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	23.2	0.1		3.6	0.1			0.1			0.1	
Delay (s)	40.6	6.3		21.0	6.5			13.3			13.3	
Level of Service	D	A		C	A			B			B	
Approach Delay (s)		7.0			6.7			13.3			13.3	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	7.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	35.6	Sum of lost time (s)	12.8
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

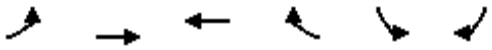
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	2	6	20	0	4	0	12	15	2	31	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	2	6	20	0	4	0	12	15	2	31	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	58	62	31	62	54	20	31			27		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	58	62	31	62	54	20	31			27		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	98	100	100	100			100		
cM capacity (veh/h)	933	828	1043	926	836	1058	1582			1587		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	8	24	27	33
Volume Left	0	20	0	2
Volume Right	6	4	15	0
cSH	979	945	1582	1587
Volume to Capacity	0.01	0.03	0.00	0.00
Queue Length 95th (ft)	1	2	0	0
Control Delay (s)	8.7	8.9	0.0	0.4
Lane LOS	A	A		A
Approach Delay (s)	8.7	8.9	0.0	0.4
Approach LOS	A	A		

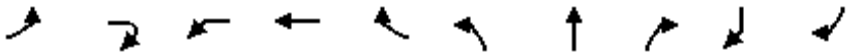
Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	18.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	723	846	15	28	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	5	723	846	15	28	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		1080	717			
pX, platoon unblocked						
vC, conflicting volume	861				1225	430
vC1, stage 1 conf vol					854	
vC2, stage 2 conf vol					372	
vCu, unblocked vol	861				1225	430
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				92	98
cM capacity (veh/h)	776				346	573

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	5	362	362	564	297	41
Volume Left	5	0	0	0	0	28
Volume Right	0	0	0	0	15	13
cSH	776	1700	1700	1700	1700	396
Volume to Capacity	0.01	0.21	0.21	0.33	0.17	0.10
Queue Length 95th (ft)	0	0	0	0	0	9
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	15.1
Lane LOS	A					C
Approach Delay (s)	0.1			0.0		15.1
Approach LOS						C

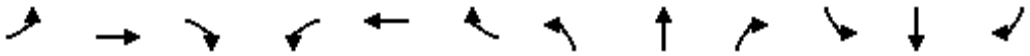
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	33.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBR	SBR2
Lane Configurations										
Volume (vph)	538	51	4	10	7	28	4072	11	1599	812
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Lane Util. Factor	0.97	1.00		1.00		1.00	0.86	1.00	*0.91	1.00
Frpb, ped/bikes	1.00	0.93		0.88		1.00	1.00	0.83	1.00	0.92
Flpb, ped/bikes	0.94	1.00		0.93		1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85		0.95		1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00		0.99		0.95	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3219	1465		1448		1770	6408	1319	6713	1460
Flt Permitted	0.74	1.00		0.99		0.95	1.00	1.00	1.00	1.00
Satd. Flow (perm)	2520	1465		1448		1770	6408	1319	6713	1460
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	538	51	4	10	7	28	4072	11	1599	812
RTOR Reduction (vph)	0	38	0	7	0	0	0	2	0	397
Lane Group Flow (vph)	538	13	0	14	0	28	4072	9	1599	415
Confl. Peds. (#/hr)	45	45	45		45			45		45
Turn Type	custom	custom	Perm			Prot		Perm	custom	custom
Protected Phases				3		5	2		6	
Permitted Phases	4	4	3					2		6
Actuated Green, G (s)	24.6	24.6		2.4		4.8	59.9	59.9	51.1	51.1
Effective Green, g (s)	24.6	24.6		2.4		4.8	59.9	59.9	51.1	51.1
Actuated g/C Ratio	0.25	0.25		0.02		0.05	0.60	0.60	0.51	0.51
Clearance Time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	620	360		35		85	3838	790	3430	746
v/s Ratio Prot						0.02	c0.64		0.24	
v/s Ratio Perm	c0.21	0.01		0.01				0.01		0.28
v/c Ratio	0.87	0.03		0.40		0.33	1.06	0.01	0.47	0.56
Uniform Delay, d1	36.1	28.7		48.1		46.0	20.1	8.1	15.7	16.7
Progression Factor	1.00	1.00		1.00		1.22	0.61	0.52	1.00	1.00
Incremental Delay, d2	12.3	0.0		7.5		1.2	31.3	0.0	0.5	3.0
Delay (s)	48.4	28.7		55.6		57.5	43.5	4.2	16.2	19.7
Level of Service	D	C		E		E	D	A	B	B
Approach Delay (s)				55.6			43.5			
Approach LOS				E			D			

Intersection Summary			
HCM Average Control Delay	35.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

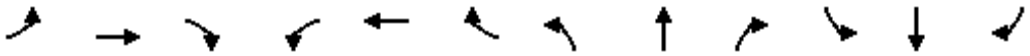
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	117	64	16	14	0	0	0	0	56	1618	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5						4.0	
Lane Util. Factor		1.00	1.00		1.00						0.86	
Frpb, ped/bikes		1.00	0.98		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.97						1.00	
Satd. Flow (prot)		1863	1552		1808						6390	
Flt Permitted		1.00	1.00		0.83						1.00	
Satd. Flow (perm)		1863	1552		1549						6390	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	117	64	16	14	0	0	0	0	56	1618	5
RTOR Reduction (vph)	0	0	54	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	117	10	0	30	0	0	0	0	0	1679	0
Confl. Peds. (#/hr)			10	10						10		10
Turn Type			Perm	Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Actuated Green, G (s)		8.1	8.1		8.1						25.9	
Effective Green, g (s)		8.1	8.1		8.1						25.9	
Actuated g/C Ratio		0.16	0.16		0.16						0.50	
Clearance Time (s)		3.5	3.5		3.5						4.0	
Vehicle Extension (s)		2.0	2.0		2.0						5.0	
Lane Grp Cap (vph)		292	243		243						3201	
v/s Ratio Prot		c0.06										
v/s Ratio Perm			0.01		0.02						0.26	
v/c Ratio		0.40	0.04		0.12						0.52	
Uniform Delay, d1		19.6	18.5		18.7						8.7	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.3	0.0		0.1						0.3	
Delay (s)		19.9	18.5		18.8						9.0	
Level of Service		B	B		B						A	
Approach Delay (s)		19.4			18.8			0.0			9.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	10.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	51.7	Sum of lost time (s)	17.7
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



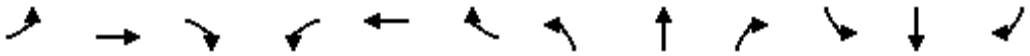
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	10	0	0	10	14	9	3898	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.91			1.00				
Flpb, ped/bikes	0.86	0.88			1.00			1.00				
Frt	1.00	1.00			0.92			1.00				
Flt Protected	0.95	0.96			1.00			1.00				
Satd. Flow (prot)	1447	1487			1563			6399				
Flt Permitted	0.74	0.75			1.00			1.00				
Satd. Flow (perm)	1130	1158			1563			6399				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	160	10	0	0	10	14	9	3898	5	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	85	85	0	0	24	0	0	3912	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)	19.0	19.0			19.0			72.0				
Effective Green, g (s)	19.0	19.0			19.0			72.0				
Actuated g/C Ratio	0.19	0.19			0.19			0.72				
Clearance Time (s)	4.0	4.0			4.0			5.0				
Lane Grp Cap (vph)	215	220			297			4607				
v/s Ratio Prot					0.02							
v/s Ratio Perm	c0.08	0.07						0.61				
v/c Ratio	0.40	0.39			0.08			0.85				
Uniform Delay, d1	35.5	35.4			33.3			10.1				
Progression Factor	1.00	1.00			1.00			0.58				
Incremental Delay, d2	5.4	5.1			0.5			1.3				
Delay (s)	40.8	40.5			33.8			7.2				
Level of Service	D	D			C			A				
Approach Delay (s)		40.7			33.8			7.2			0.0	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM Average Control Delay	8.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	36	5	0	123	18	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	36	5	0	123	18	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	512					
pX, platoon unblocked						
vC, conflicting volume			41		162	38
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			41		162	38
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	100
cM capacity (veh/h)			1568		829	1033

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	41	123	21
Volume Left	0	0	18
Volume Right	5	0	3
cSH	1700	1568	853
Volume to Capacity	0.02	0.00	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	9.3
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.3
Approach LOS			A

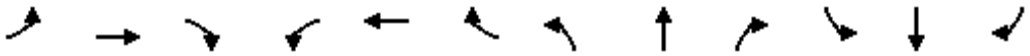
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	16.5%	ICU Level of Service	A
Analysis Period (min)	15		
Description: SB coded as EB			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	3	0	3802	0	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	0	0	0	0	3	0	3802	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								504			677	
pX, platoon unblocked	0.61	0.61		0.61	0.61	0.61				0.61		
vC, conflicting volume	954	3802	0	3802	3802	950	0			3802		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	2389	0	2389	2389	0	0			2389		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	620	20	1084	11	20	660	1622			121		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4
Volume Total	0	3	634	1267	1267	634
Volume Left	0	0	0	0	0	0
Volume Right	0	3	0	0	0	0
cSH	1700	660	1622	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.75	0.75	0.37
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	10.5	0.0	0.0	0.0	0.0
Lane LOS	A	B				
Approach Delay (s)	0.0	10.5	0.0			
Approach LOS	A	B				

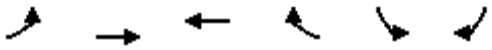
Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	65.1%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	24	11	57	38	42	70	236	209	39	143	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	4	24	11	57	38	42	70	236	209	39	143	6

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total (vph)	39	95	42	515	39	149
Volume Left (vph)	4	57	0	70	39	0
Volume Right (vph)	11	0	42	209	0	6
Hadj (s)	-0.11	0.33	-0.67	-0.18	0.53	0.01
Departure Headway (s)	6.5	6.7	5.7	5.1	6.2	5.6
Degree Utilization, x	0.07	0.18	0.07	0.74	0.07	0.23
Capacity (veh/h)	493	487	566	683	556	608
Control Delay (s)	10.0	10.0	7.9	21.1	8.4	9.1
Approach Delay (s)	10.0	9.3		21.1	9.0	
Approach LOS	B	A		C	A	

Intersection Summary				
Delay	16.2			
HCM Level of Service	C			
Intersection Capacity Utilization	58.8%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	4	268	120	39	34	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	4	268	120	39	34	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			841			
pX, platoon unblocked						
vC, conflicting volume	159				282	80
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	159				282	80
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	1418				683	965

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	93	179	80	79	44
Volume Left	4	0	0	0	34
Volume Right	0	0	0	39	10
cSH	1418	1700	1700	1700	732
Volume to Capacity	0.00	0.11	0.05	0.05	0.06
Queue Length 95th (ft)	0	0	0	0	5
Control Delay (s)	0.3	0.0	0.0	0.0	10.2
Lane LOS	A				B
Approach Delay (s)	0.1		0.0		10.2
Approach LOS					B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations											
Volume (vph)	234	61	29	39	18	1	25	7	30	1528	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0			4.0			5.5	
Lane Util. Factor	0.95		1.00	1.00			1.00			0.91	
Frpb, ped/bikes	1.00		1.00	0.97			0.99			1.00	
Flpb, ped/bikes	1.00		0.97	1.00			1.00			0.90	
Frt	0.97		1.00	0.95			0.97			0.99	
Flt Protected	1.00		0.95	1.00			1.00			0.95	
Satd. Flow (prot)	3429		1723	1724			1781			5751	
Flt Permitted	1.00		0.45	1.00			1.00			0.95	
Satd. Flow (perm)	3429		812	1724			1781			5751	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	234	61	29	39	18	1	25	7	30	1528	58
RTOR Reduction (vph)	25	0	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	270	0	29	57	0	0	27	0	0	1616	0
Confl. Peds. (#/hr)			36		36			36	36		36
Turn Type			Perm			Perm			Perm		
Protected Phases	4			4			1			2 3	
Permitted Phases			4			1			2 3		
Actuated Green, G (s)	17.5		17.5	17.5			11.8			38.2	
Effective Green, g (s)	17.5		17.5	17.5			11.8			38.2	
Actuated g/C Ratio	0.18		0.18	0.18			0.12			0.38	
Clearance Time (s)	4.0		4.0	4.0			4.0				
Vehicle Extension (s)	5.0		5.0	5.0			5.0				
Lane Grp Cap (vph)	600		142	302			210			2197	
v/s Ratio Prot	c0.08			0.03							
v/s Ratio Perm			0.04				0.02			0.28	
v/c Ratio	0.45		0.20	0.19			0.13			0.74	
Uniform Delay, d1	36.9		35.3	35.2			39.5			26.6	
Progression Factor	1.00		0.90	0.90			1.00			1.00	
Incremental Delay, d2	1.1		1.3	0.6			0.6			2.2	
Delay (s)	38.1		33.1	32.3			40.1			28.8	
Level of Service	D		C	C			D			C	
Approach Delay (s)	38.1			32.6			40.1			28.8	
Approach LOS	D			C			D			C	

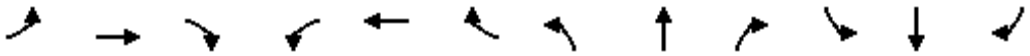
Intersection Summary			
HCM Average Control Delay	30.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	32.5
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	292	2	3	89	7	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	292	2	3	89	7	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	905			825		
pX, platoon unblocked						
vC, conflicting volume			294		344	147
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			294		344	147
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	99
cM capacity (veh/h)			1264		625	873

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	195	99	33	59	12
Volume Left	0	0	3	0	7
Volume Right	0	2	0	0	5
cSH	1700	1700	1264	1700	709
Volume to Capacity	0.11	0.06	0.00	0.03	0.02
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.7	0.0	10.2
Lane LOS			A		B
Approach Delay (s)	0.0		0.3		10.2
Approach LOS					B

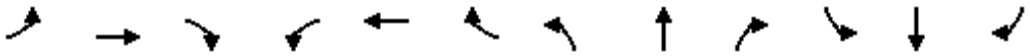
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	27	264	6	2	72	3	11	3	25	27	2	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	27	264	6	2	72	3	11	3	25	27	2	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1122			608							
pX, platoon unblocked												
vC, conflicting volume	75			270			370	400	135	290	402	38
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75			270			370	400	135	290	402	38
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			98	99	97	96	100	99
cM capacity (veh/h)	1522			1290			547	527	889	610	526	1026

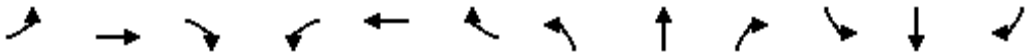
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	159	138	38	39	39	37
Volume Left	27	0	2	0	11	27
Volume Right	0	6	0	3	25	8
cSH	1522	1700	1290	1700	723	662
Volume to Capacity	0.02	0.08	0.00	0.02	0.05	0.06
Queue Length 95th (ft)	1	0	0	0	4	4
Control Delay (s)	1.4	0.0	0.4	0.0	10.3	10.8
Lane LOS	A		A		B	B
Approach Delay (s)	0.7		0.2		10.3	10.8
Approach LOS					B	B

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	23.0%	ICU Level of Service		A
Analysis Period (min)	15			



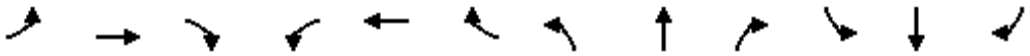
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	322	1	0	0	14	1	61	3563	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	0.82	0.82			1.00			1.00				
Frt	1.00	1.00			0.99			1.00				
Flt Protected	0.95	0.95			1.00			1.00				
Satd. Flow (prot)	1385	1390			1823			6395				
Flt Permitted	0.75	0.72			1.00			1.00				
Satd. Flow (perm)	1090	1046			1823			6395				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	322	1	0	0	14	1	61	3563	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	161	162	0	0	14	0	0	3624	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		2			2			4				
Permitted Phases	2						4					
Actuated Green, G (s)	20.0	20.0			20.0			72.0				
Effective Green, g (s)	20.0	20.0			20.0			72.0				
Actuated g/C Ratio	0.20	0.20			0.20			0.72				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	218	209			365			4604				
v/s Ratio Prot					0.01							
v/s Ratio Perm	0.15	c0.15						0.57				
v/c Ratio	0.74	0.78			0.04			0.79				
Uniform Delay, d1	37.5	37.9			32.3			9.0				
Progression Factor	0.98	0.98			1.00			0.44				
Incremental Delay, d2	19.3	23.3			0.2			1.0				
Delay (s)	56.1	60.5			32.5			5.0				
Level of Service	E	E			C			A				
Approach Delay (s)		58.3			32.5			5.0			0.0	
Approach LOS		E			C			A			A	

Intersection Summary			
HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	56	5	19	8	0	0	0	0	176	1593	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5						5.5	
Lane Util. Factor		1.00			1.00						0.86	
Frt		0.99			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1842			1799						6368	
Flt Permitted		1.00			0.85						1.00	
Satd. Flow (perm)		1842			1586						6368	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	56	5	19	8	0	0	0	0	176	1593	16
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	58	0	0	27	0	0	0	0	0	1784	0
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		21.5			21.5						59.5	
Effective Green, g (s)		21.5			21.5						59.5	
Actuated g/C Ratio		0.22			0.22						0.60	
Clearance Time (s)		3.5			3.5						5.5	
Lane Grp Cap (vph)		396			341						3789	
v/s Ratio Prot		c0.03										
v/s Ratio Perm					0.02						0.28	
v/c Ratio		0.15			0.08						0.47	
Uniform Delay, d1		31.8			31.3						11.4	
Progression Factor		1.00			1.00						0.86	
Incremental Delay, d2		0.8			0.5						0.3	
Delay (s)		32.6			31.8						10.1	
Level of Service		C			C						B	
Approach Delay (s)		32.6			31.8			0.0			10.1	
Approach LOS		C			C			A			B	

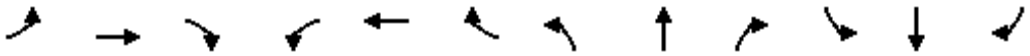
Intersection Summary			
HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	240	4	1	24	0	1	0	159	2	0	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	240	4	1	24	0	1	0	159	2	0	2

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	244	25	160	4
Volume Left (vph)	0	1	1	2
Volume Right (vph)	4	0	159	2
Hadj (s)	0.02	0.04	-0.56	-0.17
Departure Headway (s)	4.3	4.6	4.0	4.5
Degree Utilization, x	0.29	0.03	0.18	0.01
Capacity (veh/h)	811	741	854	730
Control Delay (s)	9.1	7.7	7.8	7.5
Approach Delay (s)	9.1	7.7	7.8	7.5
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	248	115	0	0	8	108	12	3339	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.86				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1770	1863			1863	1583		6403				
Flt Permitted	0.75	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1402	1863			1863	1583		6403				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	248	115	0	0	8	108	12	3339	14	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	2	0	1	0	0	0	0
Lane Group Flow (vph)	248	115	0	0	8	106	0	3364	0	0	0	0
Turn Type	Perm					Perm	Perm					
Protected Phases		2			2			4				
Permitted Phases	2					2	4					
Actuated Green, G (s)	20.0	20.0			20.0	20.0		72.0				
Effective Green, g (s)	20.0	20.0			20.0	20.0		72.0				
Actuated g/C Ratio	0.20	0.20			0.20	0.20		0.72				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Grp Cap (vph)	280	373			373	317		4610				
v/s Ratio Prot		0.06			0.00							
v/s Ratio Perm	c0.18					0.07		0.53				
v/c Ratio	0.89	0.31			0.02	0.34		0.73				
Uniform Delay, d1	38.9	34.1			32.1	34.3		8.3				
Progression Factor	1.00	1.00			1.00	1.00		0.60				
Incremental Delay, d2	31.1	2.1			0.1	2.8		0.6				
Delay (s)	70.0	36.2			32.2	37.1		5.5				
Level of Service	E	D			C	D		A				
Approach Delay (s)		59.3			36.8			5.5			0.0	
Approach LOS		E			D			A			A	

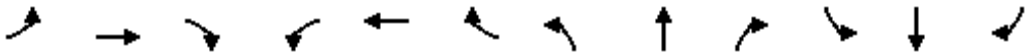
Intersection Summary			
HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	55	24	35	63	1	153	0	368	24	46	212	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	55	24	35	63	1	153	0	368	24	46	212	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			TWLTL	
Median storage veh)											2	
Upstream signal (ft)								439				
pX, platoon unblocked												
vC, conflicting volume	838	696	212	732	685	380	213			392		
vC1, stage 1 conf vol	304	304		380	380							
vC2, stage 2 conf vol	534	392		352	305							
vCu, unblocked vol	838	696	212	732	685	380	213			392		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.1	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	84	95	96	87	100	77	100			96		
cM capacity (veh/h)	343	499	828	497	522	667	1357			1167		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	114	63	154	392	259
Volume Left	55	63	0	0	46
Volume Right	35	0	153	24	1
cSH	454	497	666	1357	1167
Volume to Capacity	0.25	0.13	0.23	0.00	0.04
Queue Length 95th (ft)	25	11	22	0	3
Control Delay (s)	15.6	13.3	12.0	0.0	1.8
Lane LOS	C	B	B		A
Approach Delay (s)	15.6	12.4		0.0	1.8
Approach LOS	C	B			

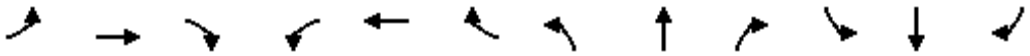
Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	63.9%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	13	159	7	9	50	12	25	168	69	3	34	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	13	159	7	9	50	12	25	168	69	3	34	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	179	71	262	48
Volume Left (vph)	13	9	25	3
Volume Right (vph)	7	12	69	11
Hadj (s)	0.03	-0.04	-0.10	-0.09
Departure Headway (s)	4.8	4.8	4.5	4.8
Degree Utilization, x	0.24	0.10	0.33	0.06
Capacity (veh/h)	706	683	766	697
Control Delay (s)	9.2	8.3	9.6	8.1
Approach Delay (s)	9.2	8.3	9.6	8.1
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.2			
HCM Level of Service	A			
Intersection Capacity Utilization	38.9%	ICU Level of Service	A	
Analysis Period (min)	15			



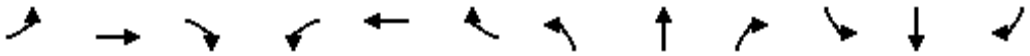
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	451	18	1	44	3	4	38	43	0	5	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5			3.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.99			0.99			0.93			0.95	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1852			1845			1731			1768	
Flt Permitted		1.00			0.99			1.00			1.00	
Satd. Flow (perm)		1847			1837			1728			1768	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	8	451	18	1	44	3	4	38	43	0	5	3
RTOR Reduction (vph)	0	3	0	0	2	0	0	18	0	0	1	0
Lane Group Flow (vph)	0	474	0	0	46	0	0	67	0	0	7	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		14.5			14.5			28.5			28.5	
Effective Green, g (s)		14.5			14.5			28.5			28.5	
Actuated g/C Ratio		0.29			0.29			0.57			0.57	
Clearance Time (s)		3.5			3.5			3.5			3.5	
Lane Grp Cap (vph)		536			533			985			1008	
v/s Ratio Prot											0.00	
v/s Ratio Perm		c0.26			0.02			c0.04				
v/c Ratio		0.88			0.09			0.07			0.01	
Uniform Delay, d1		17.0			12.9			4.8			4.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		18.9			0.3			0.1			0.0	
Delay (s)		35.8			13.2			4.9			4.7	
Level of Service		D			B			A			A	
Approach Delay (s)		35.8			13.2			4.9			4.7	
Approach LOS		D			B			A			A	

Intersection Summary			
HCM Average Control Delay	29.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	320	311	0	0	0	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5
Lane Util. Factor	0.97	1.00				1.00
Frpb, ped/bikes	1.00	1.00				1.00
Flpb, ped/bikes	1.00	1.00				1.00
Frt	1.00	0.85				1.00
Flt Protected	0.95	1.00				1.00
Satd. Flow (prot)	3433	1583				1863
Flt Permitted	0.95	1.00				1.00
Satd. Flow (perm)	3433	1583				1863
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	320	311	0	0	0	334
RTOR Reduction (vph)	182	177	0	0	0	0
Lane Group Flow (vph)	138	134	0	0	0	334
Confl. Peds. (#/hr)		72				
Turn Type		Prot				
Protected Phases	1	1				2
Permitted Phases						
Actuated Green, G (s)	21.5	21.5				21.5
Effective Green, g (s)	21.5	21.5				21.5
Actuated g/C Ratio	0.43	0.43				0.43
Clearance Time (s)	3.5	3.5				3.5
Lane Grp Cap (vph)	1476	681				801
v/s Ratio Prot	0.04	c0.08				c0.18
v/s Ratio Perm						
v/c Ratio	0.09	0.20				0.42
Uniform Delay, d1	8.5	8.9				9.9
Progression Factor	1.00	1.57				1.00
Incremental Delay, d2	0.1	0.6				1.6
Delay (s)	8.6	14.6				11.5
Level of Service	A	B				B
Approach Delay (s)	11.5		0.0			11.5
Approach LOS	B		A			B

Intersection Summary			
HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	31	212	0	0	0	0	0	983	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5						3.5	
Lane Util. Factor					0.91						0.91	
Frpb, ped/bikes					1.00						0.99	
Flpb, ped/bikes					0.99						1.00	
Frt					1.00						0.99	
Flt Protected					0.99						1.00	
Satd. Flow (prot)					5016						4993	
Flt Permitted					0.99						1.00	
Satd. Flow (perm)					5016						4993	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	31	212	0	0	0	0	0	983	85
RTOR Reduction (vph)	0	0	0	0	20	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	0	0	0	223	0	0	0	0	0	1048	0
Confl. Peds. (#/hr)				72								72
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)					17.5						20.5	
Effective Green, g (s)					17.5						20.5	
Actuated g/C Ratio					0.35						0.41	
Clearance Time (s)					3.5						3.5	
Lane Grp Cap (vph)					1756						2047	
v/s Ratio Prot											c0.21	
v/s Ratio Perm					0.04							
v/c Ratio					0.13						0.51	
Uniform Delay, d1					11.1						11.0	
Progression Factor					1.00						0.87	
Incremental Delay, d2					0.1						0.8	
Delay (s)					11.2						10.4	
Level of Service					B						B	
Approach Delay (s)		0.0			11.2			0.0			10.4	
Approach LOS		A			B			A			B	

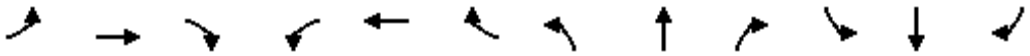
Intersection Summary			
HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	18	0	0	0	6	330
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	18	0	0	0	6	330
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)					430	
pX, platoon unblocked						
vC, conflicting volume	342	0	21	12	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	342	0	21	12	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	97	100	100	100	100	
cM capacity (veh/h)	578	1085	965	879	1623	

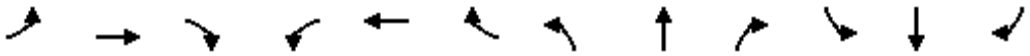
Direction, Lane #	EB 1	NB 1	NB 2	NB 3
Volume Total	18	6	165	165
Volume Left	0	6	0	0
Volume Right	0	0	165	165
cSH	578	1623	1700	1700
Volume to Capacity	0.03	0.00	0.10	0.10
Queue Length 95th (ft)	2	0	0	0
Control Delay (s)	11.4	7.2	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.4	0.1		
Approach LOS	B			

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	322	44	0	0	0	0	12	161	14	266	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5		3.5	
Lane Util. Factor	1.00	0.95						0.95	0.95		1.00	
Frpb, ped/bikes	1.00	0.99						0.93	0.92		1.00	
Flpb, ped/bikes	0.89	1.00						1.00	1.00		1.00	
Frt	1.00	0.98						0.87	0.85		1.00	
Flt Protected	0.95	1.00						1.00	1.00		1.00	
Satd. Flow (prot)	1571	3443						1436	1387		1853	
Flt Permitted	0.95	1.00						1.00	1.00		0.99	
Satd. Flow (perm)	1571	3443						1436	1387		1834	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	7	322	44	0	0	0	0	12	161	14	266	0
RTOR Reduction (vph)	0	21	0	0	0	0	0	52	59	0	0	0
Lane Group Flow (vph)	7	345	0	0	0	0	0	36	26	0	280	0
Confl. Peds. (#/hr)	72		72						72	72		
Turn Type	Perm								Perm	Perm		
Protected Phases		1						2			2	
Permitted Phases	1								2	2		
Actuated Green, G (s)	22.5	22.5						15.5	15.5		15.5	
Effective Green, g (s)	22.5	22.5						15.5	15.5		15.5	
Actuated g/C Ratio	0.45	0.45						0.31	0.31		0.31	
Clearance Time (s)	3.5	3.5						3.5	3.5		3.5	
Lane Grp Cap (vph)	707	1549						445	430		569	
v/s Ratio Prot		c0.10						0.02				
v/s Ratio Perm	0.00								0.02		c0.15	
v/c Ratio	0.01	0.22						0.08	0.06		0.49	
Uniform Delay, d1	7.6	8.4						12.2	12.1		14.0	
Progression Factor	0.29	0.18						1.30	1.66		1.00	
Incremental Delay, d2	0.0	0.3						0.3	0.2		3.0	
Delay (s)	2.2	1.9						16.1	20.4		17.1	
Level of Service	A	A						B	C		B	
Approach Delay (s)		1.9			0.0			18.2			17.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	10.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

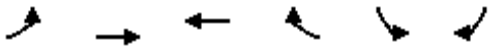


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	458	62	0	0	0	0	0	0	121	542	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5								3.5	3.5	
Lane Util. Factor		0.95								0.91	0.91	
Frpb, ped/bikes		0.99								1.00	1.00	
Flpb, ped/bikes		1.00								0.95	1.00	
Frt		0.98								1.00	1.00	
Flt Protected		1.00								0.95	1.00	
Satd. Flow (prot)		3450								1528	3383	
Flt Permitted		1.00								0.95	1.00	
Satd. Flow (perm)		3450								1528	3383	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	458	62	0	0	0	0	0	0	121	542	0
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	69	3	0
Lane Group Flow (vph)	0	499	0	0	0	0	0	0	0	40	551	0
Confl. Peds. (#/hr)			72							72		
Turn Type										Perm		
Protected Phases		1									2	
Permitted Phases										2		
Actuated Green, G (s)		19.5								18.5	18.5	
Effective Green, g (s)		19.5								18.5	18.5	
Actuated g/C Ratio		0.39								0.37	0.37	
Clearance Time (s)		3.5								3.5	3.5	
Lane Grp Cap (vph)		1346								565	1252	
v/s Ratio Prot		c0.14										
v/s Ratio Perm										0.03	0.16	
v/c Ratio		0.37								0.07	0.44	
Uniform Delay, d1		10.9								10.2	11.9	
Progression Factor		0.62								2.36	1.17	
Incremental Delay, d2		0.8								0.2	1.1	
Delay (s)		7.6								24.3	14.9	
Level of Service		A								C	B	
Approach Delay (s)		7.6			0.0			0.0			16.4	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

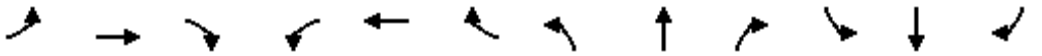
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	701	378	0	0	0	60	0	2049	38	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	0.99				1.00		1.00				
Frt	1.00	1.00				0.86		1.00				
Flt Protected	0.95	0.99				1.00		1.00				
Satd. Flow (prot)	3221	1664				1611		5059				
Flt Permitted	0.95	0.99				1.00		1.00				
Satd. Flow (perm)	3221	1664				1611		5059				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	701	378	0	0	0	60	0	2049	38	0	0	0
RTOR Reduction (vph)	156	10	0	0	0	21	0	4	0	0	0	0
Lane Group Flow (vph)	475	438	0	0	0	39	0	2083	0	0	0	0
Confl. Peds. (#/hr)	72					72			72			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	15.5	24.5				5.5		18.5				
Effective Green, g (s)	15.5	24.5				5.5		18.5				
Actuated g/C Ratio	0.31	0.49				0.11		0.37				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	999	815				177		1872				
v/s Ratio Prot	0.15	c0.17				0.02		c0.41				
v/s Ratio Perm		0.10										
v/c Ratio	0.48	0.54				0.22		1.11				
Uniform Delay, d1	14.0	8.8				20.3		15.8				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	1.6	2.5				2.8		58.9				
Delay (s)	15.6	11.4				23.1		74.7				
Level of Service	B	B				C		E				
Approach Delay (s)		13.8			23.1			74.7			0.0	
Approach LOS		B			C			E			A	

Intersection Summary			
HCM Average Control Delay	53.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



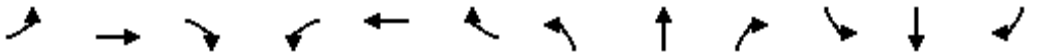
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	453	189	185	13	23	403
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.87	
Flt Protected	0.95	1.00	1.00	1.00	1.00	
Satd. Flow (prot)	1770	1863	1863	1583	1620	
Flt Permitted	0.95	1.00	1.00	1.00	1.00	
Satd. Flow (perm)	1770	1863	1863	1583	1620	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	453	189	185	13	23	403
RTOR Reduction (vph)	0	0	0	8	347	0
Lane Group Flow (vph)	453	189	185	5	79	0
Turn Type	Prot			pm+ov		
Protected Phases	7	4	8	1	1	
Permitted Phases				8		
Actuated Green, G (s)	31.0	36.1	13.8	23.1	9.3	
Effective Green, g (s)	31.0	36.1	13.8	23.1	9.3	
Actuated g/C Ratio	0.47	0.54	0.21	0.35	0.14	
Clearance Time (s)	4.5	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.5	4.5	4.5	3.0	3.0	
Lane Grp Cap (vph)	824	1010	386	644	226	
v/s Ratio Prot	c0.26	0.10	c0.10	0.00	c0.05	
v/s Ratio Perm				0.00		
v/c Ratio	0.55	0.19	0.48	0.01	0.35	
Uniform Delay, d1	12.8	7.8	23.2	14.2	25.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.2	1.6	0.0	0.9	
Delay (s)	13.4	7.9	24.9	14.2	26.9	
Level of Service	B	A	C	B	C	
Approach Delay (s)		11.8	24.2		26.9	
Approach LOS		B	C		C	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	66.6	Sum of lost time (s)	12.5
Intersection Capacity Utilization	71.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	2657	42	138	329	0	0	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					1.00		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6226		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6226		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2657	42	138	329	0	0	0	61
RTOR Reduction (vph)	0	0	0	0	3	0	116	0	0	0	0	56
Lane Group Flow (vph)	0	0	0	0	2696	0	22	329	0	0	0	5
Confl. Peds. (#/hr)						72						
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					25.3		8.0	15.7				3.7
Effective Green, g (s)					25.3		8.0	15.7				3.7
Actuated g/C Ratio					0.51		0.16	0.31				0.07
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					3150		549	1056				206
v/s Ratio Prot					c0.43		0.01	c0.10				0.00
v/s Ratio Perm												
v/c Ratio					0.86		0.04	0.31				0.02
Uniform Delay, d1					10.8		17.8	13.0				21.5
Progression Factor					1.63		1.32	1.12				1.00
Incremental Delay, d2					1.7		0.0	0.1				0.0
Delay (s)					19.2		23.5	14.7				21.5
Level of Service					B		C	B				C
Approach Delay (s)		0.0			19.2			17.3			21.5	
Approach LOS		A			B			B			C	

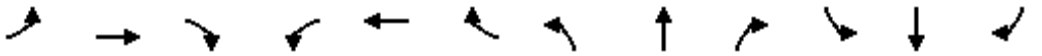
Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	16	2116	55	278	111	0	0	11	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.91		0.91	0.91			0.95	0.95
Frpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					1.00		1.00	1.00			0.86	0.85
Flt Protected					1.00		0.95	0.97			1.00	1.00
Satd. Flow (prot)					5049		1610	3298			1523	1504
Flt Permitted					1.00		0.95	0.97			1.00	1.00
Satd. Flow (perm)					5049		1610	3298			1523	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	16	2116	55	278	111	0	0	11	305
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	29	29
Lane Group Flow (vph)	0	0	0	0	2182	0	139	250	0	0	128	130
Confl. Peds. (#/hr)				72		72						
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					23.5		8.5	8.5			7.5	7.5
Effective Green, g (s)					23.5		8.5	8.5			7.5	7.5
Actuated g/C Ratio					0.47		0.17	0.17			0.15	0.15
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					2373		274	561			228	226
v/s Ratio Prot							c0.09	0.08			0.08	c0.09
v/s Ratio Perm					0.43							
v/c Ratio					0.92		0.51	0.45			0.56	0.58
Uniform Delay, d1					12.4		18.8	18.6			19.7	19.8
Progression Factor					1.08		0.86	0.87			0.42	0.42
Incremental Delay, d2					5.4		6.6	2.6			8.8	9.4
Delay (s)					18.9		22.8	18.7			17.1	17.8
Level of Service					B		C	B			B	B
Approach Delay (s)		0.0			18.9			20.2			17.4	
Approach LOS		A			B			C			B	

Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



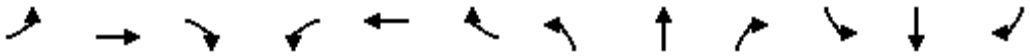
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	161	1825	0	0	0	0	0	273	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5						3.5	3.5
Lane Util. Factor				0.86	0.86						0.95	1.00
Frpb, ped/bikes				1.00	1.00						1.00	1.00
Flpb, ped/bikes				0.86	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1303	4798						3539	1583
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1303	4798						3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	161	1825	0	0	0	0	0	273	350
RTOR Reduction (vph)	0	0	0	65	1	0	0	0	0	0	0	107
Lane Group Flow (vph)	0	0	0	80	1840	0	0	0	0	0	273	243
Confl. Peds. (#/hr)				72								
Turn Type				Perm								Perm
Protected Phases					1						2	
Permitted Phases				1								2
Actuated Green, G (s)				55.5	55.5						27.5	27.5
Effective Green, g (s)				55.5	55.5						27.5	27.5
Actuated g/C Ratio				0.56	0.56						0.28	0.28
Clearance Time (s)				3.5	3.5						3.5	3.5
Lane Grp Cap (vph)				723	2663						973	435
v/s Ratio Prot											0.08	
v/s Ratio Perm				0.06	0.38							c0.15
v/c Ratio				0.11	0.69						0.28	0.56
Uniform Delay, d1				10.6	16.1						28.5	31.0
Progression Factor				1.00	1.00						0.71	0.77
Incremental Delay, d2				0.3	1.5						0.7	4.7
Delay (s)				10.9	17.6						20.8	28.7
Level of Service				B	B						C	C
Approach Delay (s)		0.0			17.1			0.0			25.2	
Approach LOS		A			B			A			C	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	NBR	SBL	SBT	NEL	NER	NER2
Lane Configurations									
Volume (vph)	22	854	295	144	187	381	11	420	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Lane Util. Factor		0.86		0.88	0.91	0.91	1.00	0.91	
Frpb, ped/bikes		0.98		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.96		0.85	1.00	1.00	0.86	0.85	
Flt Protected		1.00		1.00	0.95	1.00	1.00	1.00	
Satd. Flow (prot)		6059		2787	1610	3382	1597	2882	
Flt Permitted		1.00		1.00	0.95	1.00	1.00	1.00	
Satd. Flow (perm)		6059		2787	1610	3382	1597	2882	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	22	854	295	144	187	381	11	420	64
RTOR Reduction (vph)	0	0	0	121	0	0	0	22	0
Lane Group Flow (vph)	0	1171	0	23	168	400	166	307	0
Confl. Peds. (#/hr)			36						36
Turn Type	Perm			custom	Perm			Prot	
Protected Phases		2				1	3	3	
Permitted Phases	2			1	1				
Actuated Green, G (s)		55.4		17.1	17.1	17.1	21.5	21.5	
Effective Green, g (s)		55.4		17.1	17.1	17.1	21.5	21.5	
Actuated g/C Ratio		0.53		0.16	0.16	0.16	0.20	0.20	
Clearance Time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Vehicle Extension (s)		3.0		2.0	2.0	2.0	4.0	4.0	
Lane Grp Cap (vph)		3182		452	261	548	325	587	
v/s Ratio Prot							0.10	c0.11	
v/s Ratio Perm		0.19		0.01	0.10	0.12			
v/c Ratio		0.37		0.05	0.64	0.73	0.51	0.52	
Uniform Delay, d1		14.7		37.3	41.3	42.0	37.3	37.4	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3		0.0	4.0	4.1	1.8	1.1	
Delay (s)		15.1		37.4	45.4	46.1	39.1	38.5	
Level of Service		B		D	D	D	D	D	
Approach Delay (s)		15.1				45.9	38.7		
Approach LOS		B				D	D		

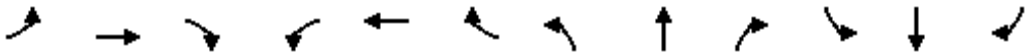
Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	11.5
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



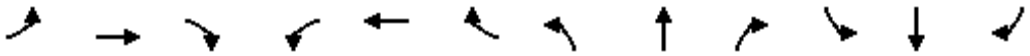
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	287	1170	106	0	0	0	0	350	327	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0			
Lane Util. Factor	0.81	0.81						0.91	0.91			
Frpb, ped/bikes	1.00	1.00						0.99	0.96			
Flpb, ped/bikes	1.00	1.00						1.00	1.00			
Frt	1.00	0.99						0.96	0.85			
Flt Protected	0.95	1.00						1.00	1.00			
Satd. Flow (prot)	1290	5936						3231	1387			
Flt Permitted	0.95	1.00						1.00	1.00			
Satd. Flow (perm)	1290	5936						3231	1387			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	287	1170	106	0	0	0	0	350	327	0	0	0
RTOR Reduction (vph)	150	31	0	0	0	0	0	11	11	0	0	0
Lane Group Flow (vph)	108	1274	0	0	0	0	0	457	198	0	0	0
Confl. Peds. (#/hr)	36		36						36			
Parking (#/hr)	0											
Turn Type	Split								Perm			
Protected Phases	1	1						2				
Permitted Phases									2			
Actuated Green, G (s)	21.0	21.0						21.0	21.0			
Effective Green, g (s)	21.0	21.0						21.0	21.0			
Actuated g/C Ratio	0.42	0.42						0.42	0.42			
Clearance Time (s)	4.0	4.0						4.0	4.0			
Vehicle Extension (s)	0.2	0.2						0.2	0.2			
Lane Grp Cap (vph)	542	2493						1357	583			
v/s Ratio Prot	0.08	c0.21						0.14				
v/s Ratio Perm									c0.14			
v/c Ratio	0.20	0.51						0.34	0.34			
Uniform Delay, d1	9.2	10.7						9.8	9.8			
Progression Factor	1.00	1.00						1.00	1.00			
Incremental Delay, d2	0.8	0.8						0.1	0.1			
Delay (s)	10.0	11.5						9.8	9.9			
Level of Service	B	B						A	A			
Approach Delay (s)		11.2			0.0			9.9			0.0	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



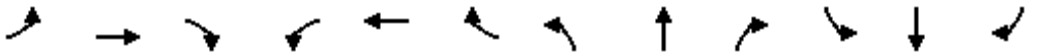
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1285	0	0	0	0	0	137	104	50	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	3.5		
Lane Util. Factor	0.86	0.86						0.91	0.91	1.00		
Frpb, ped/bikes	1.00	1.00						0.99	0.96	1.00		
Flpb, ped/bikes	0.96	1.00						1.00	1.00	0.98		
Frt	1.00	1.00						0.97	0.85	1.00		
Flt Protected	0.95	1.00						1.00	1.00	0.95		
Satd. Flow (prot)	1463	4803						3274	1381	1728		
Flt Permitted	0.95	1.00						1.00	1.00	0.64		
Satd. Flow (perm)	1463	4803						3274	1381	1167		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	85	1285	0	0	0	0	0	137	104	50	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	19	20	0	0	0
Lane Group Flow (vph)	76	1294	0	0	0	0	0	148	54	50	0	0
Confl. Peds. (#/hr)	36								36	36		
Turn Type	Perm								Perm	D.Pm		
Protected Phases		1						2				
Permitted Phases	1							2	2	2		
Actuated Green, G (s)	24.5	24.5						18.5	18.5	18.5		
Effective Green, g (s)	24.5	24.5						18.5	18.5	18.5		
Actuated g/C Ratio	0.49	0.49						0.37	0.37	0.37		
Clearance Time (s)	3.5	3.5						3.5	3.5	3.5		
Lane Grp Cap (vph)	717	2353						1211	511	432		
v/s Ratio Prot								c0.05				
v/s Ratio Perm	0.05	0.27							0.04	0.04		
v/c Ratio	0.11	0.55						0.12	0.11	0.12		
Uniform Delay, d1	6.9	8.9						10.4	10.3	10.4		
Progression Factor	0.95	1.12						1.00	1.00	1.02		
Incremental Delay, d2	0.3	0.8						0.2	0.4	0.5		
Delay (s)	6.8	10.8						10.6	10.7	11.0		
Level of Service	A	B						B	B	B		
Approach Delay (s)		10.6			0.0			10.6			11.0	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1161	273	0	0	0	0	0	0	74	350	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5									3.5	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									0.99	
Frt		0.97									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		4896									5010	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		4896									5010	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1161	273	0	0	0	0	0	0	74	350	0
RTOR Reduction (vph)	0	78	0	0	0	0	0	0	0	0	50	0
Lane Group Flow (vph)	0	1356	0	0	0	0	0	0	0	0	374	0
Confl. Peds. (#/hr)			36							36		
Turn Type										Perm		
Protected Phases		1									2	
Permitted Phases										2		
Actuated Green, G (s)		21.5									16.5	
Effective Green, g (s)		21.5									16.5	
Actuated g/C Ratio		0.43									0.33	
Clearance Time (s)		3.5									3.5	
Lane Grp Cap (vph)		2105									1653	
v/s Ratio Prot		c0.28										
v/s Ratio Perm											0.07	
v/c Ratio		0.64									0.23	
Uniform Delay, d1		11.2									12.1	
Progression Factor		0.53									0.95	
Incremental Delay, d2		1.3									0.3	
Delay (s)		7.3									11.8	
Level of Service		A									B	
Approach Delay (s)		7.3			0.0			0.0			11.8	
Approach LOS		A			A			A			B	

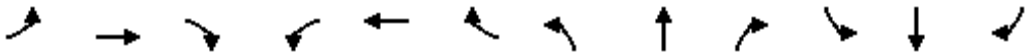
Intersection Summary			
HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	302	76	239	190	0	0	0	0	1306	5	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.91		0.97	1.00					0.95	0.95	1.00
Frpb, ped/bikes		0.98		1.00	1.00					1.00	1.00	0.89
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	1.00
Frt		0.97		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		4820		3433	1863					1681	1686	1404
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		4820		3433	1863					1681	1686	1404
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	302	76	239	190	0	0	0	0	1306	5	705
RTOR Reduction (vph)	0	40	0	0	0	0	0	0	0	0	0	259
Lane Group Flow (vph)	0	338	0	239	190	0	0	0	0	653	658	446
Confl. Peds. (#/hr)			55									55
Turn Type				Prot						Split		Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		25.4		11.2	40.6					51.4	51.4	51.4
Effective Green, g (s)		25.4		11.2	40.6					51.4	51.4	51.4
Actuated g/C Ratio		0.25		0.11	0.41					0.51	0.51	0.51
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1224		384	756					864	867	722
v/s Ratio Prot		0.07		c0.07	c0.10					0.39	c0.39	
v/s Ratio Perm												0.32
v/c Ratio		0.28		0.62	0.25					0.76	0.76	0.62
Uniform Delay, d1		29.9		42.4	19.6					19.3	19.4	17.3
Progression Factor		1.00		0.40	0.66					1.00	1.00	1.00
Incremental Delay, d2		0.6		2.9	0.7					3.8	3.9	1.6
Delay (s)		30.5		19.8	13.7					23.1	23.2	18.9
Level of Service		C		B	B					C	C	B
Approach Delay (s)		30.5			17.1			0.0			21.7	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	22.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	159.6%	ICU Level of Service	H
Analysis Period (min)	15		

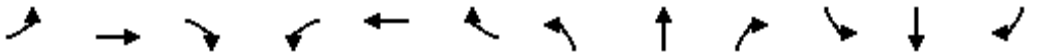
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	1454	0	0	382	437	47	1	1616	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	1.00	0.91			0.95	1.00	1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.89	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085			3539	1404	1770	1504	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085			3539	1404	1770	1504	1504			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	154	1454	0	0	382	437	47	1	1616	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	339	0	2	2	0	0	0
Lane Group Flow (vph)	154	1454	0	0	382	98	47	807	806	0	0	0
Confl. Peds. (#/hr)						55	55					
Turn Type	Prot					Perm	Split		Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	10.1	36.5			22.4	22.4	55.5	55.5	55.5			
Effective Green, g (s)	10.1	36.5			22.4	22.4	55.5	55.5	55.5			
Actuated g/C Ratio	0.10	0.36			0.22	0.22	0.56	0.56	0.56			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	179	1856			793	314	982	835	835			
v/s Ratio Prot	0.09	c0.29			0.11		0.03	c0.54	0.54			
v/s Ratio Perm						0.07						
v/c Ratio	0.86	0.78			0.48	0.31	0.05	0.97	0.97			
Uniform Delay, d1	44.3	28.2			33.8	32.4	10.2	21.4	21.3			
Progression Factor	0.86	0.62			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	27.0	2.7			2.1	2.6	0.0	23.1	22.9			
Delay (s)	65.2	20.3			35.8	34.9	10.2	44.4	44.2			
Level of Service	E	C			D	C	B	D	D			
Approach Delay (s)		24.6			35.4			43.3			0.0	
Approach LOS		C			D			D			A	

Intersection Summary			
HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	159.6%	ICU Level of Service	H
Analysis Period (min)	15		

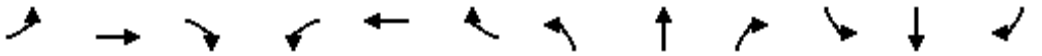
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	548	1761	761	22	549	32	142	52	46	42	24	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6	4.6	3.5	4.6		3.5	3.5			3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.89	1.00	0.99		1.00	0.97			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			0.97	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.93			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3539	1409	1770	5004		3433	1681			1756	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.71	1.00			0.79	1.00
Satd. Flow (perm)	1770	3539	1409	1770	5004		2580	1681			1439	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	548	1761	761	22	549	32	142	52	46	42	24	128
RTOR Reduction (vph)	0	0	223	0	4	0	0	31	0	0	0	106
Lane Group Flow (vph)	548	1761	538	22	577	0	142	67	0	0	66	22
Confl. Peds. (#/hr)	40		40	40		40			40	40		
Turn Type	Prot		Perm	Prot			Perm			Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6				8			4		4
Actuated Green, G (s)	39.4	77.7	77.7	1.8	40.1		18.9	18.9			18.9	18.9
Effective Green, g (s)	39.4	77.7	77.7	1.8	40.1		18.9	18.9			18.9	18.9
Actuated g/C Ratio	0.36	0.71	0.71	0.02	0.36		0.17	0.17			0.17	0.17
Clearance Time (s)	3.5	4.6	4.6	3.5	4.6		3.5	3.5			3.5	3.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.5	2.5			2.0	2.0
Lane Grp Cap (vph)	634	2500	995	29	1824		443	289			247	272
v/s Ratio Prot	c0.31	c0.50		c0.01	0.12			0.04				
v/s Ratio Perm			0.38				c0.06				0.05	0.01
v/c Ratio	0.86	0.70	0.54	0.76	0.32		0.32	0.23			0.27	0.08
Uniform Delay, d1	32.8	9.4	7.7	53.9	25.1		39.9	39.3			39.5	38.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	11.4	1.7	2.1	65.7	0.5		0.3	0.3			0.2	0.0
Delay (s)	44.2	11.1	9.8	119.5	25.6		40.2	39.6			39.8	38.3
Level of Service	D	B	A	F	C		D	D			D	D
Approach Delay (s)		16.7			29.0			40.0			38.8	
Approach LOS		B			C			D			D	

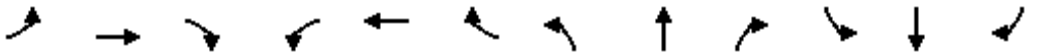
Intersection Summary			
HCM Average Control Delay	20.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



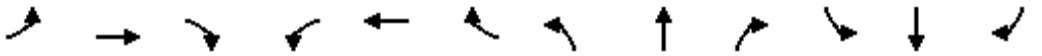
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	238	1445	74	10	531	66	18	21	10	19	10	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3513		1770	3481		1770	1773			1804	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.80	1.00			0.78	1.00
Satd. Flow (perm)	1770	3513		1770	3481		1490	1773			1460	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	238	1445	74	10	531	66	18	21	10	19	10	79
RTOR Reduction (vph)	0	3	0	0	11	0	0	9	0	0	0	71
Lane Group Flow (vph)	238	1516	0	10	586	0	18	22	0	0	29	8
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		7
Actuated Green, G (s)	11.0	31.1		0.7	20.8		5.0	5.0			5.0	5.0
Effective Green, g (s)	11.0	31.1		0.7	20.8		5.0	5.0			5.0	5.0
Actuated g/C Ratio	0.23	0.64		0.01	0.43		0.10	0.10			0.10	0.10
Clearance Time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	403	2262		26	1499		154	184			151	164
v/s Ratio Prot	c0.13	c0.43		0.01	0.17			0.01				
v/s Ratio Perm							0.01				c0.02	0.01
v/c Ratio	0.59	0.67		0.38	0.39		0.12	0.12			0.19	0.05
Uniform Delay, d1	16.6	5.4		23.6	9.4		19.6	19.7			19.8	19.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.5	0.6		3.4	0.1		0.1	0.1			0.2	0.0
Delay (s)	18.2	6.0		27.0	9.5		19.8	19.8			20.0	19.6
Level of Service	B	A		C	A		B	B			C	B
Approach Delay (s)		7.7			9.8			19.8			19.7	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	48.3	Sum of lost time (s)	7.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	1138	207	20	546	203	122	183	49	33	97	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.96		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3458		1770	3395		1770	1804		1770	1823	
Flt Permitted	0.95	1.00		0.95	1.00		0.68	1.00		0.46	1.00	
Satd. Flow (perm)	1770	3458		1770	3395		1275	1804		859	1823	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	89	1138	207	20	546	203	122	183	49	33	97	16
RTOR Reduction (vph)	0	15	0	0	44	0	0	16	0	0	10	0
Lane Group Flow (vph)	89	1330	0	20	705	0	122	216	0	33	103	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		
Actuated Green, G (s)	4.7	30.1		1.0	26.4		11.3	11.3		11.3	11.3	
Effective Green, g (s)	4.7	30.1		1.0	26.4		11.3	11.3		11.3	11.3	
Actuated g/C Ratio	0.09	0.56		0.02	0.49		0.21	0.21		0.21	0.21	
Clearance Time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	154	1928		33	1660		267	378		180	381	
v/s Ratio Prot	c0.05	c0.38		0.01	0.21			c0.12			0.06	
v/s Ratio Perm							0.10			0.04		
v/c Ratio	0.58	0.69		0.61	0.42		0.46	0.57		0.18	0.27	
Uniform Delay, d1	23.7	8.6		26.3	8.9		18.7	19.2		17.6	17.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.2	0.8		19.6	0.1		0.5	1.3		0.2	0.1	
Delay (s)	26.9	9.4		45.9	9.0		19.1	20.5		17.7	18.0	
Level of Service	C	A		D	A		B	C		B	B	
Approach Delay (s)		10.5			9.9			20.0			18.0	
Approach LOS		B			A			C			B	

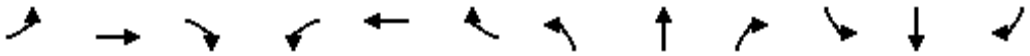
Intersection Summary			
HCM Average Control Delay	12.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	575	603	44	134	559	110	10	272	326	28	13	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	0.97		1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		0.99	1.00
Frt	1.00	0.99		1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		0.97	1.00
Satd. Flow (prot)	1770	3491		1770	3423			1858	1529		1784	1529
Flt Permitted	0.95	1.00		0.95	1.00			0.99	1.00		0.76	1.00
Satd. Flow (perm)	1770	3491		1770	3423			1847	1529		1400	1529
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	575	603	44	134	559	110	10	272	326	28	13	195
RTOR Reduction (vph)	0	7	0	0	26	0	0	0	185	0	0	146
Lane Group Flow (vph)	575	640	0	134	643	0	0	282	142	0	41	49
Confl. Peds. (#/hr)			36			36	36		36	36		36
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases		6			2		8		8	4		4
Actuated Green, G (s)	10.0	19.6		6.6	16.2			12.6	12.6		12.6	12.6
Effective Green, g (s)	10.0	19.6		6.6	16.2			12.6	12.6		12.6	12.6
Actuated g/C Ratio	0.20	0.39		0.13	0.32			0.25	0.25		0.25	0.25
Clearance Time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	351	1358		232	1100			462	382		350	382
v/s Ratio Prot	c0.32	c0.18		0.08	c0.19							
v/s Ratio Perm								c0.15	0.09		0.03	0.03
v/c Ratio	1.64	0.47		0.58	0.58			0.61	0.37		0.12	0.13
Uniform Delay, d1	20.2	11.5		20.6	14.3			16.7	15.6		14.6	14.6
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	299.8	0.1		2.2	0.5			1.7	0.2		0.1	0.1
Delay (s)	320.0	11.6		22.8	14.8			18.4	15.8		14.7	14.7
Level of Service	F	B		C	B			B	B		B	B
Approach Delay (s)		156.7			16.1			17.0			14.7	
Approach LOS		F			B			B			B	

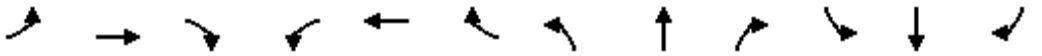
Intersection Summary			
HCM Average Control Delay	76.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	50.4	Sum of lost time (s)	16.2
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	889	191	283	488	405	110	231	346	154	164	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	4.0		3.5	3.5	3.5	3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.97		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.93		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3406		1770	3203		1681	1766	1583	1770	1811	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3406		1770	3203		1681	1766	1583	1770	1811	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	34	889	191	283	488	405	110	231	346	154	164	37
RTOR Reduction (vph)	0	17	0	0	128	0	0	0	245	0	8	0
Lane Group Flow (vph)	34	1063	0	283	765	0	99	242	101	154	193	0
Confl. Peds. (#/hr)			24			24			24			
Turn Type	Prot			Prot			Split		Prot	Split		
Protected Phases	1	6		5	2		8	8	8	7	7	
Permitted Phases												
Actuated Green, G (s)	3.5	32.4		15.1	44.0		17.2	17.2	17.2	11.0	11.0	
Effective Green, g (s)	3.5	32.4		15.1	44.0		17.2	17.2	17.2	11.0	11.0	
Actuated g/C Ratio	0.04	0.36		0.17	0.49		0.19	0.19	0.19	0.12	0.12	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.5	3.5	3.5	3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	69	1230		298	1571		322	339	304	217	222	
v/s Ratio Prot	0.02	c0.31		c0.16	0.24		0.06	c0.14	0.06	0.09	c0.11	
v/s Ratio Perm												
v/c Ratio	0.49	0.86		0.95	0.49		0.31	0.71	0.33	0.71	0.87	
Uniform Delay, d1	42.2	26.6		36.9	15.3		31.1	33.9	31.3	37.8	38.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.0	6.3		38.0	0.1		0.2	5.8	0.2	8.4	27.6	
Delay (s)	44.2	32.9		74.9	15.4		31.3	39.8	31.5	46.2	66.2	
Level of Service	D	C		E	B		C	D	C	D	E	
Approach Delay (s)		33.3			29.7			34.4			57.5	
Approach LOS		C			C			C			E	

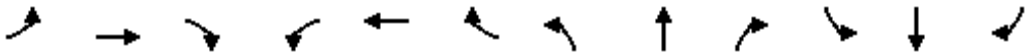
Intersection Summary			
HCM Average Control Delay	34.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	89.7	Sum of lost time (s)	14.0
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		
Description: 5% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	143	1133	80	38	1182	322	432	60	47	32	10	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.91	1.00	0.98		1.00	1.00	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.96	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1448	1770	3363		1700	1863	1583	1770	1863	1515
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.75	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	1770	3539	1448	1770	3363		1344	1863	1583	1337	1863	1515
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	143	1133	80	38	1182	322	432	60	47	32	10	22
RTOR Reduction (vph)	0	0	12	0	15	0	0	0	31	0	0	15
Lane Group Flow (vph)	143	1133	68	38	1489	0	432	60	16	32	10	7
Confl. Peds. (#/hr)			35			35	35					35
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	11.8	45.7	45.7	4.2	38.1		30.3	30.3	30.3	30.3	30.3	30.3
Effective Green, g (s)	11.8	45.7	45.7	4.2	38.1		30.3	30.3	30.3	30.3	30.3	30.3
Actuated g/C Ratio	0.13	0.50	0.50	0.05	0.42		0.33	0.33	0.33	0.33	0.33	0.33
Clearance Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		0.2	0.2	0.2	2.0	2.0	2.0
Lane Grp Cap (vph)	229	1773	726	82	1405		447	619	526	444	619	503
v/s Ratio Prot	c0.08	0.32		0.02	c0.44			0.03			0.01	
v/s Ratio Perm			0.05				c0.32		0.01	0.02		0.00
v/c Ratio	0.62	0.64	0.09	0.46	1.06		0.97	0.10	0.03	0.07	0.02	0.01
Uniform Delay, d1	37.6	16.7	11.9	42.4	26.6		29.9	21.0	20.5	20.8	20.4	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	0.6	0.0	1.5	41.6		33.5	0.0	0.0	0.0	0.0	0.0
Delay (s)	41.4	17.3	11.9	43.9	68.1		63.4	21.0	20.5	20.9	20.4	20.4
Level of Service	D	B	B	D	E		E	C	C	C	C	C
Approach Delay (s)		19.5			67.5			55.0			20.6	
Approach LOS		B			E			D			C	

Intersection Summary			
HCM Average Control Delay	46.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	91.2	Sum of lost time (s)	11.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		

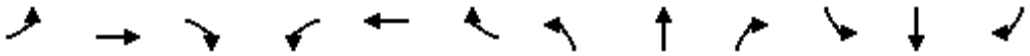
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	1020	34	17	1437	72	45	57	29	34	61	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.3		3.5	5.3			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Frt	1.00	1.00		1.00	0.99			0.97			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1770	3509		1770	3498			1735			1721	
Flt Permitted	0.95	1.00		0.95	1.00			0.88			0.92	
Satd. Flow (perm)	1770	3509		1770	3498			1560			1602	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	127	1020	34	17	1437	72	45	57	29	34	61	41
RTOR Reduction (vph)	0	2	0	0	3	0	0	15	0	0	23	0
Lane Group Flow (vph)	127	1052	0	17	1506	0	0	116	0	0	113	0
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	6.5	41.0		2.0	36.5			13.6			13.6	
Effective Green, g (s)	6.5	41.0		2.0	36.5			13.6			13.6	
Actuated g/C Ratio	0.09	0.59		0.03	0.53			0.20			0.20	
Clearance Time (s)	3.5	5.3		3.5	5.3			4.0			4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)	166	2073		51	1840			306			314	
v/s Ratio Prot	c0.07	0.30		0.01	c0.43							
v/s Ratio Perm								c0.07			0.07	
v/c Ratio	0.77	0.51		0.33	0.82			0.38			0.36	
Uniform Delay, d1	30.7	8.3		33.0	13.7			24.2			24.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	17.0	0.1		1.4	2.8			0.3			0.3	
Delay (s)	47.7	8.4		34.5	16.5			24.5			24.4	
Level of Service	D	A		C	B			C			C	
Approach Delay (s)		12.6			16.7			24.5			24.4	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	12.8
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		

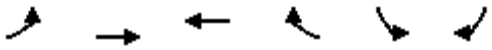
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	10	10	22	10	112	10	92	19	10	17	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	10	10	22	10	112	10	92	19	10	17	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	280	173	22	178	168	102	27			111		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	280	173	22	178	168	102	27			111		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	99	97	99	88	99			99		
cM capacity (veh/h)	581	711	1055	760	715	954	1587			1479		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	30	144	121	37
Volume Left	10	22	10	10
Volume Right	10	112	19	10
cSH	736	898	1587	1479
Volume to Capacity	0.04	0.16	0.01	0.01
Queue Length 95th (ft)	3	14	0	1
Control Delay (s)	10.1	9.8	0.6	2.1
Lane LOS	B	A	A	A
Approach Delay (s)	10.1	9.8	0.6	2.1
Approach LOS	B	A		

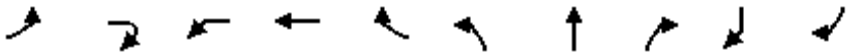
Intersection Summary				
Average Delay	5.6			
Intersection Capacity Utilization	23.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	1069	1507	61	24	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	1069	1507	61	24	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		1074	717			
pX, platoon unblocked					0.86	
vC, conflicting volume	1568				2092	784
vC1, stage 1 conf vol					1538	
vC2, stage 2 conf vol					554	
vCu, unblocked vol	1568				1939	784
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	98				85	97
cM capacity (veh/h)	417				157	336

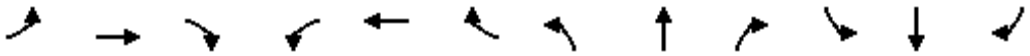
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	10	534	534	1005	563	34
Volume Left	10	0	0	0	0	24
Volume Right	0	0	0	0	61	10
cSH	417	1700	1700	1700	1700	186
Volume to Capacity	0.02	0.31	0.31	0.59	0.33	0.18
Queue Length 95th (ft)	2	0	0	0	0	16
Control Delay (s)	13.8	0.0	0.0	0.0	0.0	28.7
Lane LOS	B					D
Approach Delay (s)	0.1			0.0		28.7
Approach LOS						D

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBR	SBR2
Lane Configurations										
Volume (vph)	1003	34	10	10	10	48	1150	10	3147	1398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Lane Util. Factor	0.97	1.00		1.00		1.00	0.86	1.00	*0.91	1.00
Frt	1.00	0.85		0.95		1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00		0.98		0.95	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583		1750		1770	6408	1583	6713	1583
Flt Permitted	0.74	1.00		0.98		0.95	1.00	1.00	1.00	1.00
Satd. Flow (perm)	2666	1583		1750		1770	6408	1583	6713	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1003	34	10	10	10	48	1150	10	3147	1398
RTOR Reduction (vph)	0	26	0	10	0	0	0	4	0	464
Lane Group Flow (vph)	1003	8	0	21	0	48	1150	6	3147	934
Turn Type	custom	custom	Perm			Prot		Perm	custom	custom
Protected Phases				3		5	2		6	
Permitted Phases	4	4	3					2		6
Actuated Green, G (s)	21.0	21.0		5.0		5.7	60.9	60.9	51.2	51.2
Effective Green, g (s)	21.0	21.0		5.0		5.7	60.9	60.9	51.2	51.2
Actuated g/C Ratio	0.21	0.21		0.05		0.06	0.61	0.61	0.51	0.51
Clearance Time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	560	332		88		101	3902	964	3437	810
v/s Ratio Prot						c0.03	0.18		0.47	
v/s Ratio Perm	c0.38	0.01		0.01				0.00		c0.59
v/c Ratio	1.79	0.02		0.23		0.48	0.29	0.01	0.92	1.15
Uniform Delay, d1	39.5	31.4		45.7		45.7	9.3	7.7	22.4	24.4
Progression Factor	1.00	1.00		1.00		0.87	0.71	0.80	1.00	1.00
Incremental Delay, d2	363.1	0.0		1.4		3.2	0.2	0.0	4.4	83.0
Delay (s)	402.6	31.4		47.0		43.1	6.8	6.1	26.8	107.4
Level of Service	F	C		D		D	A	A	C	F
Approach Delay (s)				47.0			8.3			
Approach LOS				D			A			

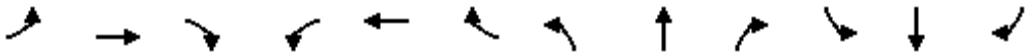
Intersection Summary			
HCM Average Control Delay	95.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	105.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	43	56	128	110	0	0	0	0	97	3163	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5						4.0	
Lane Util. Factor		1.00	1.00		1.00						0.86	
Frpb, ped/bikes		1.00	0.97		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		0.99						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.97						1.00	
Satd. Flow (prot)		1863	1543		1801						6389	
Flt Permitted		1.00	1.00		0.81						1.00	
Satd. Flow (perm)		1863	1543		1496						6389	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	43	56	128	110	0	0	0	0	97	3163	10
RTOR Reduction (vph)	0	0	44	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	43	12	0	238	0	0	0	0	0	3270	0
Confl. Peds. (#/hr)			10	10						10		10
Turn Type			Perm	Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Actuated Green, G (s)		18.7	18.7		18.7						54.3	
Effective Green, g (s)		18.7	18.7		18.7						54.3	
Actuated g/C Ratio		0.21	0.21		0.21						0.60	
Clearance Time (s)		3.5	3.5		3.5						4.0	
Vehicle Extension (s)		2.0	2.0		2.0						5.0	
Lane Grp Cap (vph)		385	318		309						3829	
v/s Ratio Prot		0.02										
v/s Ratio Perm			0.01		c0.16						0.51	
v/c Ratio		0.11	0.04		0.77						0.85	
Uniform Delay, d1		29.2	28.7		33.9						14.9	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.0	0.0		10.3						2.2	
Delay (s)		29.3	28.8		44.2						17.1	
Level of Service		C	C		D						B	
Approach Delay (s)		29.0			44.2			0.0			17.1	
Approach LOS		C			D			A			B	

Intersection Summary			
HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.6	Sum of lost time (s)	17.6
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



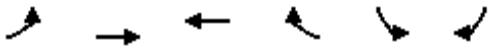
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	56	0	0	37	14	197	1104	27	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.98			1.00				
Flpb, ped/bikes	0.93	0.99			1.00			0.98				
Frt	1.00	1.00			0.96			1.00				
Flt Protected	0.95	0.99			1.00			0.99				
Satd. Flow (prot)	1568	1738			1753			6179				
Flt Permitted	0.72	0.97			1.00			0.99				
Satd. Flow (perm)	1195	1703			1753			6179				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	70	56	0	0	37	14	197	1104	27	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	0	6	0	0	0	0
Lane Group Flow (vph)	60	66	0	0	42	0	0	1322	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)	19.0	19.0			19.0			22.0				
Effective Green, g (s)	19.0	19.0			19.0			22.0				
Actuated g/C Ratio	0.38	0.38			0.38			0.44				
Clearance Time (s)	4.0	4.0			4.0			5.0				
Lane Grp Cap (vph)	454	647			666			2719				
v/s Ratio Prot					0.02							
v/s Ratio Perm	c0.05	0.04						0.21				
v/c Ratio	0.13	0.10			0.06			0.49				
Uniform Delay, d1	10.1	10.0			9.8			10.0				
Progression Factor	1.00	1.00			1.00			0.47				
Incremental Delay, d2	0.6	0.3			0.2			0.6				
Delay (s)	10.7	10.3			10.0			5.3				
Level of Service	B	B			B			A				
Approach Delay (s)		10.5			10.0			5.3			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	629	26	39	31	191	171
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	629	26	39	31	191	171
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWLTL		
Median storage veh)				2		
Upstream signal (ft)	500			832		
pX, platoon unblocked						
vC, conflicting volume			655		738	629
vC1, stage 1 conf vol					629	
vC2, stage 2 conf vol					109	
vCu, unblocked vol			655		738	629
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			96		62	65
cM capacity (veh/h)			932		507	482

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	629	26	39	31	127	235
Volume Left	0	0	39	0	127	64
Volume Right	0	26	0	0	0	171
cSH	1700	1700	932	1700	507	489
Volume to Capacity	0.37	0.02	0.04	0.02	0.25	0.48
Queue Length 95th (ft)	0	0	3	0	25	64
Control Delay (s)	0.0	0.0	9.0	0.0	14.5	19.0
Lane LOS			A		B	C
Approach Delay (s)	0.0		5.0		17.4	
Approach LOS					C	

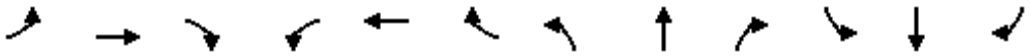
Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
Description: SB coded as EB			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	57	752	36	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1808		1770	1583
Flt Permitted	0.73	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1354	1863	1808		1770	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	57	752	36	10	10	10
RTOR Reduction (vph)	0	0	3	0	0	8
Lane Group Flow (vph)	57	752	43	0	10	2
Turn Type	Perm					Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Actuated Green, G (s)	51.0	51.0	51.0		16.0	16.0
Effective Green, g (s)	51.0	51.0	51.0		16.0	16.0
Actuated g/C Ratio	0.68	0.68	0.68		0.21	0.21
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	921	1267	1229		378	338
v/s Ratio Prot		c0.40	0.02		c0.01	
v/s Ratio Perm	0.04					0.00
v/c Ratio	0.06	0.59	0.03		0.03	0.01
Uniform Delay, d1	4.0	6.4	3.9		23.3	23.2
Progression Factor	1.00	1.00	0.52		1.00	1.00
Incremental Delay, d2	0.1	2.1	0.1		0.1	0.0
Delay (s)	4.1	8.5	2.1		23.5	23.3
Level of Service	A	A	A		C	C
Approach Delay (s)		8.2	2.1		23.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM Average Control Delay	8.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

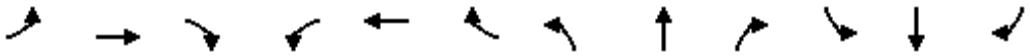
Description:
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	132	563	62	10	29	10	11	300	15	51	170	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1835		1770	1791		1770	1849		1770	1847	
Flt Permitted	0.73	1.00		0.31	1.00		0.59	1.00		0.40	1.00	
Satd. Flow (perm)	1363	1835		571	1791		1107	1849		736	1847	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	132	563	62	10	29	10	11	300	15	51	170	10
RTOR Reduction (vph)	0	5	0	0	4	0	0	2	0	0	3	0
Lane Group Flow (vph)	132	620	0	10	35	0	11	313	0	51	177	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	44.0	44.0		44.0	44.0		23.0	23.0		23.0	23.0	
Effective Green, g (s)	44.0	44.0		44.0	44.0		23.0	23.0		23.0	23.0	
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.31	0.31		0.31	0.31	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	800	1077		335	1051		339	567		226	566	
v/s Ratio Prot		c0.34			0.02			c0.17			0.10	
v/s Ratio Perm	0.10			0.02			0.01			0.07		
v/c Ratio	0.17	0.58		0.03	0.03		0.03	0.55		0.23	0.31	
Uniform Delay, d1	7.1	9.7		6.5	6.5		18.2	21.7		19.4	19.9	
Progression Factor	0.20	0.34		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	1.8		0.2	0.1		0.2	3.8		2.3	1.4	
Delay (s)	1.7	5.2		6.7	6.6		18.4	25.5		21.7	21.4	
Level of Service	A	A		A	A		B	C		C	C	
Approach Delay (s)		4.6			6.6			25.3			21.4	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

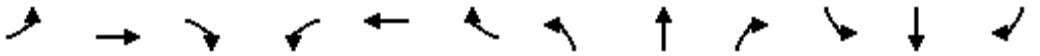
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	0	0	0	0	11	33	1122	44	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	13	0	0	0	0	11	33	1122	44	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								506			708	
pX, platoon unblocked												
vC, conflicting volume	358	1232	0	1210	1210	302	0			1166		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	358	1232	0	1210	1210	302	0			1166		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	100	98	98			100		
cM capacity (veh/h)	555	172	1084	136	178	694	1622			595		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4
Volume Total	13	11	220	374	374	231
Volume Left	13	0	33	0	0	0
Volume Right	0	11	0	0	0	44
cSH	555	694	1622	1700	1700	1700
Volume to Capacity	0.02	0.02	0.02	0.22	0.22	0.14
Queue Length 95th (ft)	2	1	2	0	0	0
Control Delay (s)	11.6	10.3	1.2	0.0	0.0	0.0
Lane LOS	B	B	A			
Approach Delay (s)	11.6	10.3	0.2			
Approach LOS	B	B				

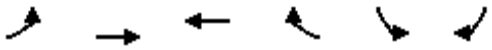
Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	34.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	182	48	668	220	204	82	561	332	73	435	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Frt		0.97			1.00	0.85		0.95		1.00	1.00	
Flt Protected		1.00			0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1809			1795	1583		1770		1770	1856	
Flt Permitted		0.57			0.64	1.00		0.93		0.22	1.00	
Satd. Flow (perm)		1032			1187	1583		1652		417	1856	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	182	48	668	220	204	82	561	332	73	435	10
RTOR Reduction (vph)	0	18	0	0	0	126	0	33	0	0	2	0
Lane Group Flow (vph)	0	222	0	0	888	78	0	942	0	73	443	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		19.0			19.0	19.0		23.0		23.0	23.0	
Effective Green, g (s)		19.0			19.0	19.0		23.0		23.0	23.0	
Actuated g/C Ratio		0.38			0.38	0.38		0.46		0.46	0.46	
Clearance Time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		392			451	602		760		192	854	
v/s Ratio Prot											0.24	
v/s Ratio Perm		0.22			c0.75	0.05		c0.57		0.17		
v/c Ratio		0.57			1.97	0.13		1.24		0.38	0.52	
Uniform Delay, d1		12.2			15.5	10.1		13.5		8.8	9.6	
Progression Factor		1.00			1.67	2.96		1.00		1.00	1.00	
Incremental Delay, d2		1.9			436.8	0.0		118.6		5.6	2.3	
Delay (s)		14.1			462.7	29.9		132.1		14.5	11.8	
Level of Service		B			F	C		F		B	B	
Approach Delay (s)		14.1			381.8			132.1			12.2	
Approach LOS		B			F			F			B	

Intersection Summary			
HCM Average Control Delay	196.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.57		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	152.8%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 5% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	191	378	1091	184	46	58
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	191	378	1091	184	46	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1247	874			
pX, platoon unblocked						
vC, conflicting volume	1275				1754	638
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1275				1754	638
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	65				7	86
cM capacity (veh/h)	540				49	420

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	317	252	727	548	104
Volume Left	191	0	0	0	46
Volume Right	0	0	0	184	58
cSH	540	1700	1700	1700	97
Volume to Capacity	0.35	0.15	0.43	0.32	1.07
Queue Length 95th (ft)	40	0	0	0	167
Control Delay (s)	11.5	0.0	0.0	0.0	192.2
Lane LOS	B				F
Approach Delay (s)	6.4		0.0		192.2
Approach LOS					F

Intersection Summary			
Average Delay	12.1		
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations											
Volume (vph)	160	161	39	469	244	13	66	13	141	2593	751
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0			4.0			5.5	
Lane Util. Factor	0.95		1.00	1.00			1.00			0.91	
Frpb, ped/bikes	1.00		1.00	0.97			0.99			0.97	
Flpb, ped/bikes	1.00		0.97	1.00			1.00			0.92	
Frt	0.92		1.00	0.95			0.98			0.97	
Flt Protected	1.00		0.95	1.00			0.99			0.96	
Satd. Flow (prot)	3273		1725	1712			1797			5635	
Flt Permitted	1.00		0.45	1.00			0.99			0.96	
Satd. Flow (perm)	3273		810	1712			1797			5635	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	160	161	39	469	244	13	66	13	141	2593	751
RTOR Reduction (vph)	127	0	0	0	0	0	6	0	0	0	0
Lane Group Flow (vph)	194	0	39	713	0	0	86	0	0	3485	0
Confl. Peds. (#/hr)			36		36			36	36		36
Turn Type			Perm			Perm			Perm		
Protected Phases	4			4			1			2 3	
Permitted Phases			4			1			2 3		
Actuated Green, G (s)	21.0		21.0	21.0			12.3			37.7	
Effective Green, g (s)	21.0		21.0	21.0			12.3			37.7	
Actuated g/C Ratio	0.21		0.21	0.21			0.12			0.38	
Clearance Time (s)	4.0		4.0	4.0			4.0				
Vehicle Extension (s)	5.0		5.0	5.0			5.0				
Lane Grp Cap (vph)	687		170	360			221			2124	
v/s Ratio Prot	0.06			c0.42							
v/s Ratio Perm			0.05				0.05			0.62	
v/c Ratio	0.28		0.23	1.98			0.39			1.64	
Uniform Delay, d1	33.2		32.8	39.5			40.4			31.1	
Progression Factor	1.24		0.79	0.84			1.00			1.00	
Incremental Delay, d2	0.3		1.3	450.4			2.4			290.5	
Delay (s)	41.5		27.4	483.5			42.7			321.7	
Level of Service	D		C	F			D			F	
Approach Delay (s)	41.5			459.8			42.7			321.7	
Approach LOS	D			F			D			F	

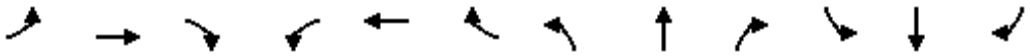
Intersection Summary			
HCM Average Control Delay	319.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.52		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	116.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	350	22	10	718	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	350	22	10	718	10	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	882			789		
pX, platoon unblocked						
vC, conflicting volume			372		740	186
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			372		740	186
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			1183		349	824

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	233	139	249	479	20
Volume Left	0	0	10	0	10
Volume Right	0	22	0	0	10
cSH	1700	1700	1183	1700	491
Volume to Capacity	0.14	0.08	0.01	0.28	0.04
Queue Length 95th (ft)	0	0	1	0	3
Control Delay (s)	0.0	0.0	0.4	0.0	12.6
Lane LOS			A		B
Approach Delay (s)	0.0		0.1		12.6
Approach LOS					B

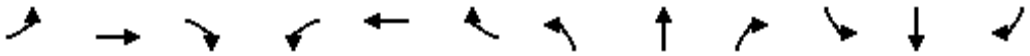
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	214	27	10	671	47	19	10	10	10	23	38
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	119	214	27	10	671	47	19	10	10	10	23	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			584							
pX, platoon unblocked												
vC, conflicting volume	718			241			870	1204	120	1074	1194	359
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	718			241			870	1204	120	1074	1194	359
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	86			99			90	94	99	93	86	94
cM capacity (veh/h)	879			1323			183	157	908	146	159	638

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	226	134	346	382	39	71
Volume Left	119	0	10	0	19	10
Volume Right	0	27	0	47	10	38
cSH	879	1700	1323	1700	219	260
Volume to Capacity	0.14	0.08	0.01	0.23	0.18	0.27
Queue Length 95th (ft)	12	0	1	0	16	27
Control Delay (s)	5.8	0.0	0.3	0.0	25.0	23.9
Lane LOS	A		A		D	C
Approach Delay (s)	3.6		0.1		25.0	23.9
Approach LOS					D	C

Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	46.3%	ICU Level of Service		A
Analysis Period (min)	15			

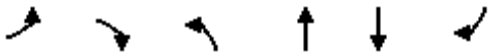


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	58	0	0	25	10	701	1070	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.97			1.00				
Flpb, ped/bikes	0.91	0.97			1.00			0.99				
Frt	1.00	1.00			0.96			1.00				
Flt Protected	0.95	0.98			1.00			0.98				
Satd. Flow (prot)	1537	1687			1740			6167				
Flt Permitted	0.73	0.91			1.00			0.98				
Satd. Flow (perm)	1188	1554			1740			6167				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	116	58	0	0	25	10	701	1070	40	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	6	0	0	0	0
Lane Group Flow (vph)	85	89	0	0	27	0	0	1805	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		2			2			4				
Permitted Phases	2						4					
Actuated Green, G (s)	12.0	12.0			12.0			30.0				
Effective Green, g (s)	12.0	12.0			12.0			30.0				
Actuated g/C Ratio	0.24	0.24			0.24			0.60				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	285	373			418			3700				
v/s Ratio Prot					0.02							
v/s Ratio Perm	c0.07	0.06						0.29				
v/c Ratio	0.30	0.24			0.07			0.49				
Uniform Delay, d1	15.6	15.3			14.7			5.7				
Progression Factor	0.89	0.89			1.00			0.24				
Incremental Delay, d2	1.9	1.1			0.3			0.4				
Delay (s)	15.8	14.6			15.0			1.8				
Level of Service	B	B			B			A				
Approach Delay (s)		15.2			15.0			1.8			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	3.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	287	10	12	256	13	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.0	4.0
Lane Util. Factor	1.00		1.00	0.95	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1854		1770	3539	1770	1583
Flt Permitted	1.00		0.58	1.00	0.95	1.00
Satd. Flow (perm)	1854		1078	3539	1770	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	287	10	12	256	13	31
RTOR Reduction (vph)	2	0	0	0	0	18
Lane Group Flow (vph)	295	0	12	256	13	13
Turn Type			Perm			Perm
Protected Phases	4			8	2	
Permitted Phases			8	8		2
Actuated Green, G (s)	17.9		14.4	14.4	34.7	34.7
Effective Green, g (s)	17.9		14.4	14.4	34.7	34.7
Actuated g/C Ratio	0.22		0.18	0.18	0.43	0.43
Clearance Time (s)	4.5		4.5	4.5	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	415		194	637	768	687
v/s Ratio Prot	c0.16			c0.07	0.01	
v/s Ratio Perm			0.01			c0.01
v/c Ratio	0.71		0.06	0.40	0.02	0.02
Uniform Delay, d1	28.7		27.2	29.0	12.9	12.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7		0.1	0.4	0.0	0.1
Delay (s)	34.4		27.3	29.4	13.0	13.0
Level of Service	C		C	C	B	B
Approach Delay (s)	34.4			29.3	13.0	
Approach LOS	C			C	B	

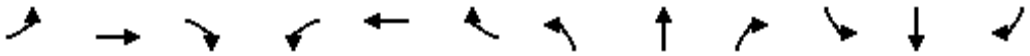
Intersection Summary			
HCM Average Control Delay	30.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	502	67	57	473	548	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	1.00	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	0.96		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3400		1770	1863	1863	1583
Flt Permitted	0.96		0.19	1.00	1.00	1.00
Satd. Flow (perm)	3400		346	1863	1863	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	502	67	57	473	548	603
RTOR Reduction (vph)	13	0	0	0	0	377
Lane Group Flow (vph)	556	0	57	473	548	226
Turn Type			Perm			Perm
Protected Phases				2	2	
Permitted Phases	4		2			2
Actuated Green, G (s)	14.9		30.0	30.0	30.0	30.0
Effective Green, g (s)	14.9		30.0	30.0	30.0	30.0
Actuated g/C Ratio	0.19		0.38	0.38	0.38	0.38
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	633		130	699	699	594
v/s Ratio Prot				0.25	c0.29	
v/s Ratio Perm	c0.16		0.16			0.14
v/c Ratio	0.88		0.44	0.68	0.78	0.38
Uniform Delay, d1	31.7		18.7	20.9	22.1	18.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	13.1		10.4	5.2	8.6	1.9
Delay (s)	44.8		29.1	26.1	30.7	20.1
Level of Service	D		C	C	C	C
Approach Delay (s)	44.8			26.5	25.1	
Approach LOS	D			C	C	

Intersection Summary			
HCM Average Control Delay	30.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	35.1
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
Description: 5% of time for LRT			

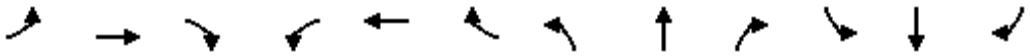
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	26	10	12	16	0	0	0	0	271	2254	334
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5						5.5	
Lane Util. Factor		1.00			1.00						0.86	
Frt		0.96			1.00						0.98	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1793			1824						6266	
Flt Permitted		1.00			0.92						1.00	
Satd. Flow (perm)		1793			1712						6266	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	26	10	12	16	0	0	0	0	271	2254	334
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	0	0	24	0
Lane Group Flow (vph)	0	28	0	0	28	0	0	0	0	0	2835	0
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		20.5			20.5						60.5	
Effective Green, g (s)		20.5			20.5						60.5	
Actuated g/C Ratio		0.20			0.20						0.60	
Clearance Time (s)		3.5			3.5						5.5	
Lane Grp Cap (vph)		368			351						3791	
v/s Ratio Prot		0.02										
v/s Ratio Perm					c0.02						0.45	
v/c Ratio		0.08			0.08						0.75	
Uniform Delay, d1		32.1			32.1						14.2	
Progression Factor		1.00			1.00						0.82	
Incremental Delay, d2		0.4			0.4						0.1	
Delay (s)		32.5			32.6						11.9	
Level of Service		C			C						B	
Approach Delay (s)		32.5			32.6			0.0			11.9	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

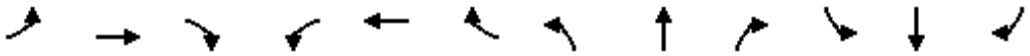
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	236	10	10	26	10	10	10	46	10	10	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	236	10	10	26	10	10	10	46	10	10	10

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	256	46	66	30
Volume Left (vph)	10	10	10	10
Volume Right (vph)	10	10	46	10
Hadj (s)	0.02	-0.05	-0.35	-0.10
Departure Headway (s)	4.2	4.3	4.3	4.5
Degree Utilization, x	0.30	0.06	0.08	0.04
Capacity (veh/h)	840	790	785	728
Control Delay (s)	9.0	7.6	7.6	7.7
Approach Delay (s)	9.0	7.6	7.6	7.7
Approach LOS	A	A	A	A

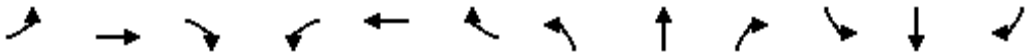
Intersection Summary			
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	25.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	105	0	0	10	21	26	1776	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.86				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1770	1863			1863	1583		6397				
Flt Permitted	0.75	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1399	1863			1863	1583		6397				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	56	105	0	0	10	21	26	1776	11	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	14	0	2	0	0	0	0
Lane Group Flow (vph)	56	105	0	0	10	7	0	1811	0	0	0	0
Turn Type	Perm					Perm	Perm					
Protected Phases		2			2			4				
Permitted Phases	2					2	4					
Actuated Green, G (s)	12.0	12.0			12.0	12.0		30.0				
Effective Green, g (s)	12.0	12.0			12.0	12.0		30.0				
Actuated g/C Ratio	0.24	0.24			0.24	0.24		0.60				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Grp Cap (vph)	336	447			447	380		3838				
v/s Ratio Prot		c0.06			0.01							
v/s Ratio Perm	0.04					0.00		0.28				
v/c Ratio	0.17	0.23			0.02	0.02		0.47				
Uniform Delay, d1	15.0	15.3			14.5	14.5		5.6				
Progression Factor	1.00	1.00			1.00	1.00		0.87				
Incremental Delay, d2	1.1	1.2			0.1	0.1		0.3				
Delay (s)	16.1	16.5			14.6	14.6		5.2				
Level of Service	B	B			B	B		A				
Approach Delay (s)		16.4			14.6			5.2			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	6.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

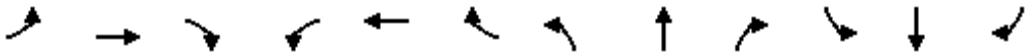
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	0	1	87	17	132	15	651	67	209	338	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.93		1.00	0.87			1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00			1.00	1.00		0.98	
Satd. Flow (prot)		1695		1770	1615			1861	1583		1804	
Flt Permitted		1.00		0.95	1.00			0.98	1.00		0.57	
Satd. Flow (perm)		1737		1770	1615			1834	1583		1053	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	0	1	87	17	132	15	651	67	209	338	68
RTOR Reduction (vph)	0	1	0	0	119	0	0	0	16	0	2	0
Lane Group Flow (vph)	0	1	0	87	30	0	0	666	51	0	613	0
Turn Type	Perm			Split			Perm		Perm	Perm		
Protected Phases		4		8	8			2			6	
Permitted Phases	4						2		2	6		
Actuated Green, G (s)		1.3		10.2	10.2			76.5	76.5		76.5	
Effective Green, g (s)		1.3		10.2	10.2			76.5	76.5		76.5	
Actuated g/C Ratio		0.01		0.10	0.10			0.76	0.76		0.76	
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		23		181	165			1403	1211		806	
v/s Ratio Prot				c0.05	0.02							
v/s Ratio Perm		c0.00						0.36	0.03		c0.58	
v/c Ratio		0.04		0.48	0.18			0.47	0.04		0.76	
Uniform Delay, d1		48.7		42.4	41.1			4.3	2.9		6.6	
Progression Factor		1.00		1.00	1.00			0.29	0.00		1.00	
Incremental Delay, d2		0.8		2.0	0.5			0.8	0.0		6.7	
Delay (s)		49.5		44.4	41.6			2.1	0.0		13.3	
Level of Service		D		D	D			A	A		B	
Approach Delay (s)		49.5			42.7			1.9			13.3	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
Description: 5% of time for LRT			

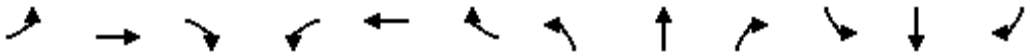
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	16	66	24	76	91	20	24	78	29	10	263	96
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	16	66	24	76	91	20	24	78	29	10	263	96

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	106	187	131	369
Volume Left (vph)	16	76	24	10
Volume Right (vph)	24	20	29	96
Hadj (s)	-0.07	0.05	-0.06	-0.12
Departure Headway (s)	5.4	5.4	5.2	4.8
Degree Utilization, x	0.16	0.28	0.19	0.49
Capacity (veh/h)	592	610	638	715
Control Delay (s)	9.4	10.5	9.4	12.4
Approach Delay (s)	9.4	10.5	9.4	12.4
Approach LOS	A	B	A	B

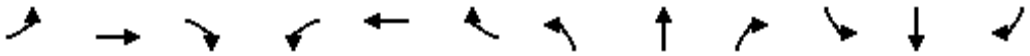
Intersection Summary			
Delay	11.0		
HCM Level of Service	B		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	314	261	10	48	10	43	461	27	223	305	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5			3.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.94			0.98			0.99			1.00	
Flt Protected		1.00			0.99			1.00			0.98	
Satd. Flow (prot)		1749			1812			1842			1820	
Flt Permitted		1.00			0.91			0.94			0.66	
Satd. Flow (perm)		1744			1654			1741			1235	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	314	261	10	48	10	43	461	27	223	305	10
RTOR Reduction (vph)	0	58	0	0	7	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	527	0	0	61	0	0	527	0	0	537	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		14.5			14.5			28.5			28.5	
Effective Green, g (s)		14.5			14.5			28.5			28.5	
Actuated g/C Ratio		0.29			0.29			0.57			0.57	
Clearance Time (s)		3.5			3.5			3.5			3.5	
Lane Grp Cap (vph)		506			480			992			704	
v/s Ratio Prot												
v/s Ratio Perm		c0.30			0.04			0.30			c0.43	
v/c Ratio		1.04			0.13			0.53			0.76	
Uniform Delay, d1		17.8			13.1			6.6			8.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		51.1			0.5			2.0			7.7	
Delay (s)		68.8			13.6			8.7			15.8	
Level of Service		E			B			A			B	
Approach Delay (s)		68.8			13.6			8.7			15.8	
Approach LOS		E			B			A			B	

Intersection Summary			
HCM Average Control Delay	31.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

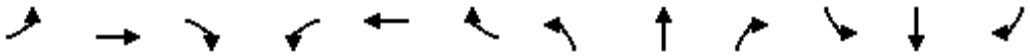
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	278	0	8	276	185	440	0	0	0	0	425	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						3.5	
Lane Util. Factor		1.00		0.91	0.91						1.00	
Frpb, ped/bikes		1.00		1.00	0.84						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		1.00		1.00	0.90						0.99	
Flt Protected		0.95		0.95	1.00						1.00	
Satd. Flow (prot)		1770		1610	2548						1840	
Flt Permitted		0.95		0.95	1.00						1.00	
Satd. Flow (perm)		1770		1610	2548						1840	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	278	0	8	276	185	440	0	0	0	0	425	42
RTOR Reduction (vph)	0	1	0	0	334	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	285	0	248	319	0	0	0	0	0	463	0
Confl. Peds. (#/hr)						72						
Turn Type	Split			Split								
Protected Phases	4	4		8	8						2	
Permitted Phases												
Actuated Green, G (s)		23.0		24.0	24.0						36.5	
Effective Green, g (s)		23.0		24.0	24.0						36.5	
Actuated g/C Ratio		0.23		0.24	0.24						0.36	
Clearance Time (s)		4.0		4.0	4.0						3.5	
Lane Grp Cap (vph)		407		386	612						672	
v/s Ratio Prot		c0.16		c0.15	0.13						c0.25	
v/s Ratio Perm												
v/c Ratio		0.70		0.64	0.52						0.69	
Uniform Delay, d1		35.3		34.1	33.0						26.9	
Progression Factor		1.00		1.06	1.16						0.98	
Incremental Delay, d2		9.7		7.8	3.1						4.7	
Delay (s)		45.0		43.9	41.4						31.1	
Level of Service		D		D	D						C	
Approach Delay (s)		45.0			42.1			0.0			31.1	
Approach LOS		D			D			A			C	

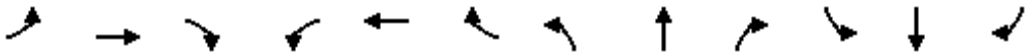
Intersection Summary			
HCM Average Control Delay	39.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 5% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	26	322	0	0	0	0	0	1524	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5						3.5	
Lane Util. Factor					0.91						0.91	
Frpb, ped/bikes					1.00						0.99	
Flpb, ped/bikes					1.00						1.00	
Frt					1.00						0.98	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5045						4947	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5045						4947	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	26	322	0	0	0	0	0	1524	207
RTOR Reduction (vph)	0	0	0	0	17	0	0	0	0	0	35	0
Lane Group Flow (vph)	0	0	0	0	331	0	0	0	0	0	1696	0
Confl. Peds. (#/hr)				72								72
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)					17.5						20.5	
Effective Green, g (s)					17.5						20.5	
Actuated g/C Ratio					0.35						0.41	
Clearance Time (s)					3.5						3.5	
Lane Grp Cap (vph)					1766						2028	
v/s Ratio Prot											c0.34	
v/s Ratio Perm					0.07							
v/c Ratio					0.19						0.84	
Uniform Delay, d1					11.3						13.2	
Progression Factor					1.00						0.94	
Incremental Delay, d2					0.2						2.8	
Delay (s)					11.5						15.3	
Level of Service					B						B	
Approach Delay (s)		0.0			11.5			0.0			15.3	
Approach LOS		A			B			A			B	

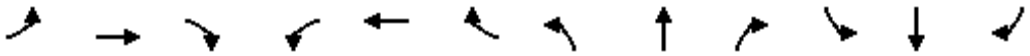
Intersection Summary			
HCM Average Control Delay	14.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	10	0	0	0	10	777	65	170	386	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00					1.00	1.00		1.00	1.00	
Frt		0.95					1.00	0.99		1.00	1.00	
Flt Protected		0.98					0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1750					1770	1841		1770	1856	
Flt Permitted		0.98					0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1750					1770	1841		1770	1856	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	10	10	0	0	0	10	777	65	170	386	10
RTOR Reduction (vph)	0	10	0	0	0	0	0	3	0	0	1	0
Lane Group Flow (vph)	0	20	0	0	0	0	10	839	0	170	395	0
Turn Type	Perm						Split			Split		
Protected Phases		4					2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		2.9					29.8	29.8		15.3	15.3	
Effective Green, g (s)		2.9					29.8	29.8		15.3	15.3	
Actuated g/C Ratio		0.05					0.50	0.50		0.26	0.26	
Clearance Time (s)		4.0					4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0					3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		85					879	914		451	473	
v/s Ratio Prot							0.01	c0.46		0.10	c0.21	
v/s Ratio Perm		0.01										
v/c Ratio		0.24					0.01	0.92		0.38	0.83	
Uniform Delay, d1		27.5					7.6	14.0		18.4	21.1	
Progression Factor		1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5					0.0	15.5		0.5	12.0	
Delay (s)		29.0					7.7	29.5		19.0	33.1	
Level of Service		C					A	C		B	C	
Approach Delay (s)		29.0			0.0			29.2			28.9	
Approach LOS		C			A			C			C	

Intersection Summary			
HCM Average Control Delay	29.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 5% of time for LRT			

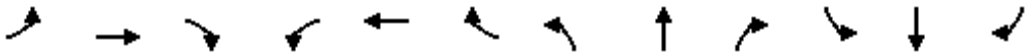
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	177	48	0	0	0	0	482	481	217	158	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
Lane Util. Factor	1.00	0.95						0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	0.98						0.99	0.91	1.00	1.00	
Flpb, ped/bikes	0.86	1.00						1.00	1.00	0.97	1.00	
Frt	1.00	0.97						0.99	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1531	3359						1731	1367	1719	1863	
Flt Permitted	0.95	1.00						1.00	1.00	0.34	1.00	
Satd. Flow (perm)	1531	3359						1731	1367	617	1863	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	66	177	48	0	0	0	0	482	481	217	158	0
RTOR Reduction (vph)	0	35	0	0	0	0	0	6	127	0	0	0
Lane Group Flow (vph)	66	190	0	0	0	0	0	524	306	217	158	0
Confl. Peds. (#/hr)	72		72						72	72		
Turn Type	Perm								Perm	Perm		
Protected Phases		1						2			2	
Permitted Phases	1								2	2		
Actuated Green, G (s)	16.5	16.5						33.5	33.5	33.5	33.5	
Effective Green, g (s)	16.5	16.5						33.5	33.5	33.5	33.5	
Actuated g/C Ratio	0.28	0.28						0.56	0.56	0.56	0.56	
Clearance Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
Lane Grp Cap (vph)	421	924						966	763	344	1040	
v/s Ratio Prot		c0.06						0.30			0.08	
v/s Ratio Perm	0.04								0.22	c0.35		
v/c Ratio	0.16	0.21						0.54	0.40	0.63	0.15	
Uniform Delay, d1	16.5	16.7						8.4	7.5	9.0	6.4	
Progression Factor	0.48	0.38						1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.5						2.2	1.6	8.5	0.3	
Delay (s)	8.7	6.8						10.6	9.1	17.5	6.7	
Level of Service	A	A						B	A	B	A	
Approach Delay (s)		7.2			0.0			9.9			13.0	
Approach LOS		A			A			A			B	

Intersection Summary			
HCM Average Control Delay	10.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 5% of time for LRT			

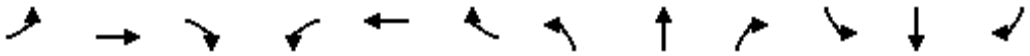
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	828	47	0	0	0	0	0	0	322	363	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5								3.5	3.5	
Lane Util. Factor		0.95								0.91	0.91	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								0.95	0.99	
Frt		0.99								1.00	1.00	
Flt Protected		1.00								0.95	0.99	
Satd. Flow (prot)		3499								1528	3317	
Flt Permitted		1.00								0.95	0.99	
Satd. Flow (perm)		3499								1528	3317	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	828	47	0	0	0	0	0	0	322	363	0
RTOR Reduction (vph)	0	8	0	0	0	0	0	0	0	124	47	0
Lane Group Flow (vph)	0	867	0	0	0	0	0	0	0	98	417	0
Confl. Peds. (#/hr)			72							72		
Turn Type										Perm		
Protected Phases		1									2	
Permitted Phases										2		
Actuated Green, G (s)		19.0								19.0	19.0	
Effective Green, g (s)		19.0								19.0	19.0	
Actuated g/C Ratio		0.38								0.38	0.38	
Clearance Time (s)		3.5								3.5	3.5	
Lane Grp Cap (vph)		1330								581	1260	
v/s Ratio Prot		c0.25										
v/s Ratio Perm										0.06	0.13	
v/c Ratio		0.65								0.17	0.33	
Uniform Delay, d1		12.8								10.3	11.0	
Progression Factor		1.00								0.92	0.52	
Incremental Delay, d2		2.5								0.5	0.5	
Delay (s)		15.3								9.9	6.2	
Level of Service		B								A	A	
Approach Delay (s)		15.3			0.0			0.0			7.4	
Approach LOS		B			A			A			A	

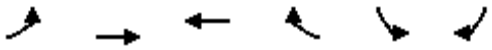
Intersection Summary			
HCM Average Control Delay	11.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



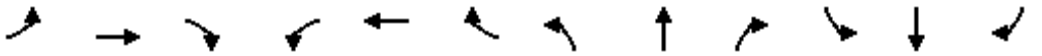
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	237	0	0	0	340	0	1285	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		0.99				
Flpb, ped/bikes	1.00	1.00				1.00		1.00				
Frt	1.00	1.00				0.86		0.99				
Flt Protected	0.95	1.00				1.00		1.00				
Satd. Flow (prot)	3221	1682				1611		5019				
Flt Permitted	0.95	1.00				1.00		1.00				
Satd. Flow (perm)	3221	1682				1611		5019				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	167	237	0	0	0	340	0	1285	63	0	0	0
RTOR Reduction (vph)	25	4	0	0	0	158	0	10	0	0	0	0
Lane Group Flow (vph)	125	250	0	0	0	182	0	1338	0	0	0	0
Confl. Peds. (#/hr)	72					72			72			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	12.5	21.5				5.5		21.5				
Effective Green, g (s)	12.5	21.5				5.5		21.5				
Actuated g/C Ratio	0.25	0.43				0.11		0.43				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	805	723				177		2158				
v/s Ratio Prot	0.04	c0.09				c0.11		c0.27				
v/s Ratio Perm		0.06										
v/c Ratio	0.16	0.35				1.03		0.62				
Uniform Delay, d1	14.6	9.5				22.2		11.1				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	0.4	1.3				76.0		1.3				
Delay (s)	15.0	10.9				98.2		12.4				
Level of Service	B	B				F		B				
Approach Delay (s)		12.4			98.2			12.4			0.0	
Approach LOS		B			F			B			A	

Intersection Summary			
HCM Average Control Delay	26.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



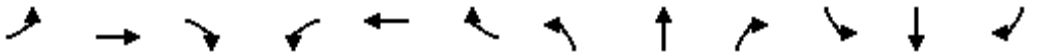
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	644	241	75	19	159	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.91	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	1863	1863	1583	1667	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	1863	1863	1583	1667	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	644	241	75	19	159	325
RTOR Reduction (vph)	0	0	0	11	55	0
Lane Group Flow (vph)	644	241	75	8	429	0
Turn Type	Prot			pm+ov		
Protected Phases	7	4	8	1	1	
Permitted Phases				8		
Actuated Green, G (s)	36.0	38.1	10.9	37.9	27.0	
Effective Green, g (s)	36.0	38.1	10.9	37.9	27.0	
Actuated g/C Ratio	0.42	0.44	0.13	0.44	0.31	
Clearance Time (s)	4.5	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.5	4.5	4.5	3.0	3.0	
Lane Grp Cap (vph)	738	822	235	768	521	
v/s Ratio Prot	c0.36	c0.13	0.04	0.00	c0.26	
v/s Ratio Perm				0.00		
v/c Ratio	0.87	0.29	0.32	0.01	0.82	
Uniform Delay, d1	23.1	15.5	34.4	13.7	27.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.0	0.3	1.4	0.0	10.2	
Delay (s)	34.1	15.8	35.7	13.7	37.7	
Level of Service	C	B	D	B	D	
Approach Delay (s)		29.1	31.3		37.7	
Approach LOS		C	C		D	

Intersection Summary			
HCM Average Control Delay	32.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	86.4	Sum of lost time (s)	8.5
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	775	76	125	740	0	0	0	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					0.99		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6125		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6125		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	775	76	125	740	0	0	0	411
RTOR Reduction (vph)	0	0	0	0	27	0	63	0	0	0	0	353
Lane Group Flow (vph)	0	0	0	0	824	0	62	740	0	0	0	58
Confl. Peds. (#/hr)						72						
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					21.9		8.0	19.1				7.1
Effective Green, g (s)					21.9		8.0	19.1				7.1
Actuated g/C Ratio					0.44		0.16	0.38				0.14
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					2683		549	1284				396
v/s Ratio Prot					c0.13		0.02	c0.22				0.02
v/s Ratio Perm												
v/c Ratio					0.31		0.11	0.58				0.15
Uniform Delay, d1					9.1		18.0	12.2				18.8
Progression Factor					0.97		0.97	1.01				1.00
Incremental Delay, d2					0.3		0.0	0.3				0.2
Delay (s)					9.1		17.5	12.7				19.0
Level of Service					A		B	B				B
Approach Delay (s)		0.0			9.1			13.4			19.0	
Approach LOS		A			A			B			B	

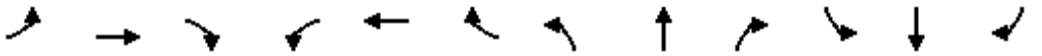
Intersection Summary			
HCM Average Control Delay	12.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	61	507	273	258	754	0	0	112	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.91		0.91	0.91			0.95	0.95
Frpb, ped/bikes					0.97		1.00	1.00			1.00	1.00
Flpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Frt					0.95		1.00	1.00			0.97	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					4650		1610	3385			1718	1504
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					4650		1610	3385			1718	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	61	507	273	258	754	0	0	112	149
RTOR Reduction (vph)	0	0	0	0	174	0	0	0	0	0	17	104
Lane Group Flow (vph)	0	0	0	0	667	0	232	780	0	0	122	18
Confl. Peds. (#/hr)				72		72						
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					16.5		15.5	15.5			7.5	7.5
Effective Green, g (s)					16.5		15.5	15.5			7.5	7.5
Actuated g/C Ratio					0.33		0.31	0.31			0.15	0.15
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					1535		499	1049			258	226
v/s Ratio Prot							0.14	c0.23			c0.07	0.01
v/s Ratio Perm					0.14							
v/c Ratio					0.43		0.46	0.74			0.47	0.08
Uniform Delay, d1					13.1		13.9	15.5			19.4	18.3
Progression Factor					0.97		1.33	1.44			1.00	1.00
Incremental Delay, d2					0.9		1.8	2.9			6.1	0.7
Delay (s)					13.6		20.3	25.2			25.5	19.0
Level of Service					B		C	C			C	B
Approach Delay (s)		0.0			13.6			24.0			22.5	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	170	760	0	0	0	0	0	335	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5						3.5	3.5
Lane Util. Factor				0.86	0.86						0.95	0.88
Frpb, ped/bikes				1.00	1.00						1.00	1.00
Flpb, ped/bikes				0.86	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1303	4786						3539	2787
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1303	4786						3539	2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	170	760	0	0	0	0	0	335	101
RTOR Reduction (vph)	0	0	0	67	2	0	0	0	0	0	0	74
Lane Group Flow (vph)	0	0	0	86	775	0	0	0	0	0	335	27
Confl. Peds. (#/hr)				72								
Turn Type				Perm								Perm
Protected Phases					1						2	
Permitted Phases				1								2
Actuated Green, G (s)				56.5	56.5						26.5	26.5
Effective Green, g (s)				56.5	56.5						26.5	26.5
Actuated g/C Ratio				0.56	0.56						0.26	0.26
Clearance Time (s)				3.5	3.5						3.5	3.5
Lane Grp Cap (vph)				736	2704						938	739
v/s Ratio Prot											c0.09	
v/s Ratio Perm				0.07	0.16							0.01
v/c Ratio				0.12	0.29						0.36	0.04
Uniform Delay, d1				10.1	11.3						29.8	27.3
Progression Factor				1.00	1.00						1.25	1.94
Incremental Delay, d2				0.3	0.3						1.0	0.1
Delay (s)				10.5	11.6						38.3	53.0
Level of Service				B	B						D	D
Approach Delay (s)		0.0			11.4			0.0			41.7	
Approach LOS		A			B			A			D	

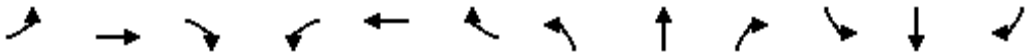
Intersection Summary			
HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

Movement	EBL	EBT	EBR	NBR	SBL	SBT	NEL	NER	NER2
Lane Configurations									
Volume (vph)	133	1449	559	114	159	186	186	1579	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Lane Util. Factor		0.86		0.88	0.91	0.91	1.00	0.91	
Frpb, ped/bikes		0.98		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.96		0.85	1.00	1.00	0.89	0.85	
Flt Protected		1.00		1.00	0.95	0.99	0.99	1.00	
Satd. Flow (prot)		6038		2787	1610	3356	1637	2882	
Flt Permitted		1.00		1.00	0.95	0.99	0.99	1.00	
Satd. Flow (perm)		6038		2787	1610	3356	1637	2882	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	133	1449	559	114	159	186	186	1579	252
RTOR Reduction (vph)	0	0	0	8	0	0	0	19	0
Lane Group Flow (vph)	0	2141	0	106	111	234	691	1307	0
Confl. Peds. (#/hr)			36						36
Turn Type	Perm			custom	Perm			Prot	
Protected Phases		2				1	3	3	
Permitted Phases	2			1	1				
Actuated Green, G (s)		32.1		10.4	10.4	10.4	46.0	46.0	
Effective Green, g (s)		32.1		10.4	10.4	10.4	46.0	46.0	
Actuated g/C Ratio		0.32		0.10	0.10	0.10	0.46	0.46	
Clearance Time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Vehicle Extension (s)		3.0		2.0	2.0	2.0	4.0	4.0	
Lane Grp Cap (vph)		1938		290	167	349	753	1326	
v/s Ratio Prot							0.42	c0.45	
v/s Ratio Perm		0.35		0.04	0.07	0.07			
v/c Ratio		1.10		0.37	0.66	0.67	0.92	0.99	
Uniform Delay, d1		34.0		41.7	43.1	43.1	25.2	26.7	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		55.5		0.3	7.5	3.9	16.2	21.2	
Delay (s)		89.4		42.0	50.6	47.1	41.4	47.9	
Level of Service		F		D	D	D	D	D	
Approach Delay (s)		89.4				48.2	45.7		
Approach LOS		F				D	D		

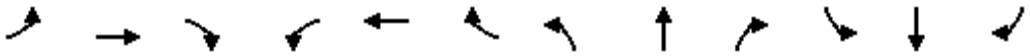
Intersection Summary			
HCM Average Control Delay	66.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



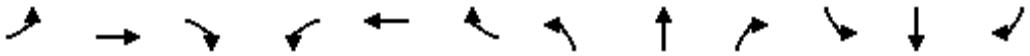
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	597	2710	78	0	0	0	0	348	734	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0			
Lane Util. Factor	0.81	0.76	0.81					0.91	0.91			
Frpb, ped/bikes	1.00	1.00	0.93					0.97	0.94			
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00			
Frt	1.00	1.00	0.85					0.92	0.85			
Flt Protected	0.95	1.00	1.00					1.00	1.00			
Satd. Flow (prot)	1290	5653	1196					3029	1351			
Flt Permitted	0.95	1.00	1.00					1.00	1.00			
Satd. Flow (perm)	1290	5653	1196					3029	1351			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	597	2710	78	0	0	0	0	348	734	0	0	0
RTOR Reduction (vph)	118	3	22	0	0	0	0	1	1	0	0	0
Lane Group Flow (vph)	419	2775	48	0	0	0	0	714	366	0	0	0
Confl. Peds. (#/hr)	36		36						36			
Parking (#/hr)	0											
Turn Type	Split		Perm						Perm			
Protected Phases	1	1						2				
Permitted Phases			1						2			
Actuated Green, G (s)	62.1	62.1	62.1					29.9	29.9			
Effective Green, g (s)	62.1	62.1	62.1					29.9	29.9			
Actuated g/C Ratio	0.62	0.62	0.62					0.30	0.30			
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0			
Vehicle Extension (s)	0.2	0.2	0.2					0.2	0.2			
Lane Grp Cap (vph)	801	3511	743					906	404			
v/s Ratio Prot	0.32	c0.49						0.24				
v/s Ratio Perm			0.04						c0.27			
v/c Ratio	0.52	0.79	0.07					0.79	0.91			
Uniform Delay, d1	10.6	14.1	7.5					32.1	33.7			
Progression Factor	0.96	0.88	0.93					1.00	1.00			
Incremental Delay, d2	0.7	0.6	0.1					4.3	23.0			
Delay (s)	11.0	12.9	7.0					36.4	56.7			
Level of Service	B	B	A					D	E			
Approach Delay (s)		12.5			0.0			43.3			0.0	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM Average Control Delay	20.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	983	2448	0	0	0	0	0	10	10	96	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	4.0	3.5		
Lane Util. Factor	0.86	0.86						0.91	0.91	1.00		
Frpb, ped/bikes	1.00	1.00						0.98	1.00	1.00		
Flpb, ped/bikes	0.92	1.00						1.00	1.00	0.94		
Frt	1.00	1.00						0.96	0.85	1.00		
Flt Protected	0.95	1.00						1.00	1.00	0.95		
Satd. Flow (prot)	1404	4769						3179	1441	1665		
Flt Permitted	0.95	1.00						1.00	1.00	0.75		
Satd. Flow (perm)	1404	4769						3179	1441	1310		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	983	2448	0	0	0	0	0	10	10	96	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	6	0	0	0
Lane Group Flow (vph)	826	2605	0	0	0	0	0	11	0	96	0	0
Confl. Peds. (#/hr)	36								36	36		
Turn Type	Perm								NA	D.Pm		
Protected Phases		1						2				
Permitted Phases	1							2		2		
Actuated Green, G (s)	71.5	71.5						21.5	0.0	21.5		
Effective Green, g (s)	71.5	71.5						21.5	0.0	21.5		
Actuated g/C Ratio	0.72	0.72						0.22	0.00	0.22		
Clearance Time (s)	3.5	3.5						3.5		3.5		
Lane Grp Cap (vph)	1004	3410						683	0	282		
v/s Ratio Prot								0.00				
v/s Ratio Perm	c0.59	0.55								c0.07		
v/c Ratio	0.82	0.76						0.02	0.00	0.34		
Uniform Delay, d1	9.9	8.9						30.9	50.0	33.2		
Progression Factor	1.00	1.06						1.00	1.00	0.84		
Incremental Delay, d2	4.8	1.0						0.0	0.0	2.9		
Delay (s)	14.6	10.5						31.0	50.0	30.8		
Level of Service	B	B						C	D	C		
Approach Delay (s)		11.5			0.0			36.7			30.8	
Approach LOS		B			A			D			C	

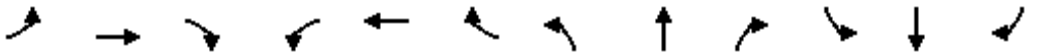
Intersection Summary			
HCM Average Control Delay	12.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2084	332	0	0	0	0	0	0	177	348	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5								3.5	
Lane Util. Factor		0.86	0.86								0.91	
Frpb, ped/bikes		1.00	0.92								1.00	
Flpb, ped/bikes		1.00	1.00								0.98	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								0.98	
Satd. Flow (prot)		4788	1249								4880	
Flt Permitted		1.00	1.00								0.98	
Satd. Flow (perm)		4788	1249								4880	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2084	332	0	0	0	0	0	0	177	348	0
RTOR Reduction (vph)	0	1	68	0	0	0	0	0	0	0	92	0
Lane Group Flow (vph)	0	2116	231	0	0	0	0	0	0	0	433	0
Confl. Peds. (#/hr)			36							36		
Turn Type			Perm							Perm		
Protected Phases		1									2	
Permitted Phases			1							2		
Actuated Green, G (s)		54.5	54.5								28.5	
Effective Green, g (s)		54.5	54.5								28.5	
Actuated g/C Ratio		0.54	0.54								0.28	
Clearance Time (s)		3.5	3.5								3.5	
Lane Grp Cap (vph)		2609	681								1391	
v/s Ratio Prot		c0.44										
v/s Ratio Perm			0.18								0.09	
v/c Ratio		0.81	0.34								0.31	
Uniform Delay, d1		18.5	12.7								28.0	
Progression Factor		0.90	1.20								0.23	
Incremental Delay, d2		1.9	0.9								0.6	
Delay (s)		18.5	16.1								6.9	
Level of Service		B	B								A	
Approach Delay (s)		18.2			0.0			0.0			6.9	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		
Description: 10% of time for LRT			

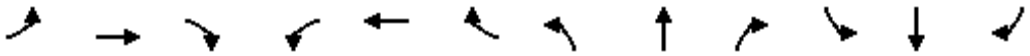
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	600	403	2205	312	0	0	0	0	531	4	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.91		0.97	1.00					0.95	0.95	1.00
Frpb, ped/bikes		0.95		1.00	1.00					1.00	1.00	0.89
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	1.00
Frt		0.94		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		4562		3433	1863					1681	1687	1404
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		4562		3433	1863					1681	1687	1404
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	600	403	2205	312	0	0	0	0	531	4	550
RTOR Reduction (vph)	0	84	0	0	0	0	0	0	0	0	0	462
Lane Group Flow (vph)	0	919	0	2205	312	0	0	0	0	265	270	88
Confl. Peds. (#/hr)			55									55
Turn Type				Prot						Split		Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		18.0		54.0	76.0					16.0	16.0	16.0
Effective Green, g (s)		18.0		54.0	76.0					16.0	16.0	16.0
Actuated g/C Ratio		0.18		0.54	0.76					0.16	0.16	0.16
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		821		1854	1416					269	270	225
v/s Ratio Prot		c0.20		c0.64	0.17					0.16	c0.16	
v/s Ratio Perm												0.06
v/c Ratio		1.12		1.19	0.22					0.99	1.00	0.39
Uniform Delay, d1		41.0		23.0	3.5					41.9	42.0	37.6
Progression Factor		1.00		0.12	0.00					1.00	1.00	1.00
Incremental Delay, d2		69.8		85.7	0.0					50.3	54.8	1.1
Delay (s)		110.8		88.5	0.0					92.2	96.8	38.8
Level of Service		F		F	A					F	F	D
Approach Delay (s)		110.8			77.6			0.0			66.3	
Approach LOS		F			E			A			E	

Intersection Summary			
HCM Average Control Delay	82.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	125.2%	ICU Level of Service	H
Analysis Period (min)	15		

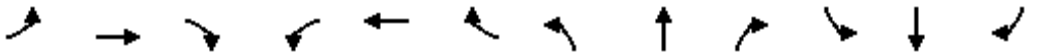
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	443	688	0	0	2433	1218	84	15	496	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	1.00	0.91			0.95	1.00	1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.89	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085			3539	1404	1770	1520	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085			3539	1404	1770	1520	1504			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	443	688	0	0	2433	1218	84	15	496	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	219	0	217	226	0	0	0
Lane Group Flow (vph)	443	688	0	0	2433	999	84	41	27	0	0	0
Confl. Peds. (#/hr)						55	55					
Turn Type	Prot					Perm	Split		Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	23.3	81.3			54.0	54.0	10.7	10.7	10.7			
Effective Green, g (s)	23.3	81.3			54.0	54.0	10.7	10.7	10.7			
Actuated g/C Ratio	0.23	0.81			0.54	0.54	0.11	0.11	0.11			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	412	4134			1911	758	189	163	161			
v/s Ratio Prot	c0.25	0.14			0.69		c0.05	0.03	0.02			
v/s Ratio Perm						c0.71						
v/c Ratio	1.08	0.17			1.27	1.32	0.44	0.25	0.17			
Uniform Delay, d1	38.4	2.0			23.0	23.0	41.9	41.0	40.6			
Progression Factor	1.00	0.14			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	38.8	0.0			127.2	152.1	1.7	0.8	0.5			
Delay (s)	77.1	0.3			150.2	175.1	43.5	41.8	41.1			
Level of Service	E	A			F	F	D	D	D			
Approach Delay (s)		30.4			158.5			41.7			0.0	
Approach LOS		C			F			D			A	

Intersection Summary			
HCM Average Control Delay	118.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	125.2%	ICU Level of Service	H
Analysis Period (min)	15		

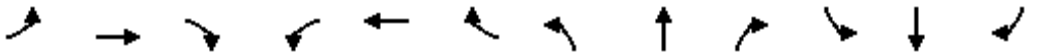
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	1008	77	27	2848	27	408	69	10	63	52	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6	4.6	3.5	4.6		3.5	3.5			3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91		0.97	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.89	1.00	1.00		1.00	0.99			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			0.98	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.98			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3539	1409	1770	5071		3433	1813			1768	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.61	1.00			0.81	1.00
Satd. Flow (perm)	1770	3539	1409	1770	5071		2217	1813			1477	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	99	1008	77	27	2848	27	408	69	10	63	52	395
RTOR Reduction (vph)	0	0	31	0	1	0	0	5	0	0	0	101
Lane Group Flow (vph)	99	1008	46	27	2874	0	408	74	0	0	115	294
Confl. Peds. (#/hr)	40		40	40		40			40	40		
Turn Type	Prot		Perm	Prot			Perm			Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases			6				8			4		4
Actuated Green, G (s)	7.7	65.1	65.1	9.7	67.1		23.6	23.6			23.6	23.6
Effective Green, g (s)	7.7	65.1	65.1	9.7	67.1		23.6	23.6			23.6	23.6
Actuated g/C Ratio	0.07	0.59	0.59	0.09	0.61		0.21	0.21			0.21	0.21
Clearance Time (s)	3.5	4.6	4.6	3.5	4.6		3.5	3.5			3.5	3.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.5	2.5			2.0	2.0
Lane Grp Cap (vph)	124	2094	834	156	3093		476	389			317	340
v/s Ratio Prot	c0.06	0.28		0.02	c0.57			0.04				
v/s Ratio Perm			0.03				0.18				0.08	c0.19
v/c Ratio	0.80	0.48	0.05	0.17	0.93		0.86	0.19			0.36	0.87
Uniform Delay, d1	50.4	12.8	9.5	46.4	19.3		41.6	35.4			36.8	41.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	27.4	0.8	0.1	0.2	6.4		14.0	0.2			0.3	19.4
Delay (s)	77.8	13.6	9.6	46.6	25.7		55.6	35.6			37.1	61.1
Level of Service	E	B	A	D	C		E	D			D	E
Approach Delay (s)		18.7			25.9			52.3			55.6	
Approach LOS		B			C			D			E	

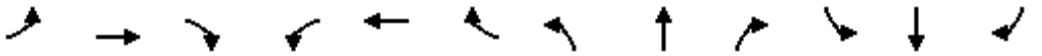
Intersection Summary			
HCM Average Control Delay	29.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	11.6
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



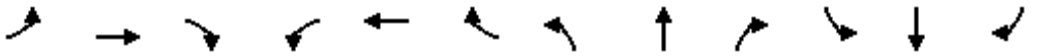
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	861	21	27	1820	17	476	28	10	89	37	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3527		1770	3534		1770	1789			1799	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.67	1.00			0.80	1.00
Satd. Flow (perm)	1770	3527		1770	3534		1252	1789			1488	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	146	861	21	27	1820	17	476	28	10	89	37	352
RTOR Reduction (vph)	0	2	0	0	1	0	0	7	0	0	0	218
Lane Group Flow (vph)	146	880	0	27	1836	0	476	31	0	0	126	134
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		7
Actuated Green, G (s)	8.6	34.1		2.6	28.1		22.7	22.7			22.7	22.7
Effective Green, g (s)	8.6	34.1		2.6	28.1		22.7	22.7			22.7	22.7
Actuated g/C Ratio	0.12	0.48		0.04	0.40		0.32	0.32			0.32	0.32
Clearance Time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	215	1696		65	1401		401	573			476	507
v/s Ratio Prot	c0.08	0.25		0.02	c0.52			0.02				
v/s Ratio Perm							c0.38				0.08	0.08
v/c Ratio	0.68	0.52		0.42	1.31		1.19	0.05			0.26	0.26
Uniform Delay, d1	29.8	12.7		33.4	21.4		24.1	16.7			17.9	17.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	6.5	0.1		1.6	145.1		106.6	0.0			0.1	0.1
Delay (s)	36.4	12.8		35.0	166.5		130.7	16.7			18.0	18.0
Level of Service	D	B		C	F		F	B			B	B
Approach Delay (s)		16.2			164.6			122.3			18.0	
Approach LOS		B			F			F			B	

Intersection Summary			
HCM Average Control Delay	101.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	70.9	Sum of lost time (s)	11.5
Intersection Capacity Utilization	109.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	682	242	10	1456	58	160	92	27	225	156	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	0.97		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3400		1770	3519		1770	1799		1770	1777	
Flt Permitted	0.95	1.00		0.95	1.00		0.51	1.00		0.68	1.00	
Satd. Flow (perm)	1770	3400		1770	3519		950	1799		1268	1777	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	682	242	10	1456	58	160	92	27	225	156	69
RTOR Reduction (vph)	0	39	0	0	3	0	0	17	0	0	26	0
Lane Group Flow (vph)	10	885	0	10	1511	0	160	102	0	225	199	0
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		
Actuated Green, G (s)	0.9	27.2		0.9	27.2		12.4	12.4		12.4	12.4	
Effective Green, g (s)	0.9	27.2		0.9	27.2		12.4	12.4		12.4	12.4	
Actuated g/C Ratio	0.02	0.52		0.02	0.52		0.24	0.24		0.24	0.24	
Clearance Time (s)	3.5	4.6		3.5	4.6		3.5	3.5		3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	31	1775		31	1837		226	428		302	423	
v/s Ratio Prot	c0.01	0.26		0.01	c0.43			0.06			0.11	
v/s Ratio Perm							0.17			c0.18		
v/c Ratio	0.32	0.50		0.32	0.82		0.71	0.24		0.75	0.47	
Uniform Delay, d1	25.3	8.0		25.3	10.4		18.2	16.0		18.4	17.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	0.1		2.2	3.0		8.0	0.1		8.4	0.3	
Delay (s)	27.5	8.1		27.5	13.4		26.2	16.1		26.8	17.3	
Level of Service	C	A		C	B		C	B		C	B	
Approach Delay (s)		8.3			13.5			21.9			22.1	
Approach LOS		A			B			C			C	

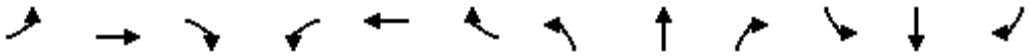
Intersection Summary			
HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	52.1	Sum of lost time (s)	11.6
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	335	706	10	366	869	24	15	34	271	85	272	659
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.96		1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		0.99	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00		0.99	1.00
Satd. Flow (prot)	1770	3529		1770	3519			1826	1519		1829	1519
Flt Permitted	0.95	1.00		0.95	1.00			0.89	1.00		0.92	1.00
Satd. Flow (perm)	1770	3529		1770	3519			1652	1519		1702	1519
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	335	706	10	366	869	24	15	34	271	85	272	659
RTOR Reduction (vph)	0	1	0	0	3	0	0	0	176	0	0	182
Lane Group Flow (vph)	335	715	0	366	890	0	0	49	95	0	357	477
Confl. Peds. (#/hr)			36			36	36		36	36		36
Turn Type	Prot			Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			8			4	
Permitted Phases		6			2		8		8	4		4
Actuated Green, G (s)	9.6	21.1		9.6	21.1			22.9	22.9		22.9	22.9
Effective Green, g (s)	9.6	21.1		9.6	21.1			22.9	22.9		22.9	22.9
Actuated g/C Ratio	0.15	0.32		0.15	0.32			0.35	0.35		0.35	0.35
Clearance Time (s)	3.5	4.6		3.5	4.6			3.5	3.5		3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	261	1142		261	1139			580	534		598	534
v/s Ratio Prot	0.19	0.20		c0.21	c0.25							
v/s Ratio Perm								0.03	0.06		0.21	c0.31
v/c Ratio	1.28	0.63		1.40	0.78			0.08	0.18		0.60	0.89
Uniform Delay, d1	27.8	18.7		27.8	20.0			14.1	14.6		17.4	20.0
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	153.5	0.8		202.5	3.3			0.0	0.1		1.1	16.7
Delay (s)	181.3	19.5		230.3	23.2			14.2	14.7		18.4	36.7
Level of Service	F	B		F	C			B	B		B	D
Approach Delay (s)		71.1			83.4			14.6			30.3	
Approach LOS		E			F			B			C	

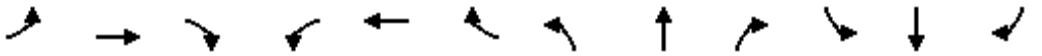
Intersection Summary			
HCM Average Control Delay	59.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	65.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	985	104	128	1047	267	201	177	149	348	315	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	4.0		3.0	4.0		3.5	3.5	3.5	3.5	3.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3467		1770	3387		1681	1761	1583	1770	1853	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3467		1770	3387		1681	1761	1583	1770	1853	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	20	985	104	128	1047	267	201	177	149	348	315	11
RTOR Reduction (vph)	0	7	0	0	19	0	0	0	122	0	2	0
Lane Group Flow (vph)	20	1082	0	128	1295	0	181	197	27	348	324	0
Confl. Peds. (#/hr)			24			24			24			
Turn Type	Prot			Prot			Split		Prot	Split		
Protected Phases	1	6		5	2		8	8	8	7	7	
Permitted Phases												
Actuated Green, G (s)	1.5	32.6		8.0	39.1		15.9	15.9	15.9	18.7	18.7	
Effective Green, g (s)	1.5	32.6		8.0	39.1		15.9	15.9	15.9	18.7	18.7	
Actuated g/C Ratio	0.02	0.37		0.09	0.44		0.18	0.18	0.18	0.21	0.21	
Clearance Time (s)	3.0	4.0		3.0	4.0		3.5	3.5	3.5	3.5	3.5	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	30	1267		159	1485		300	314	282	371	388	
v/s Ratio Prot	0.01	0.31		c0.07	c0.38		0.11	c0.11	0.02	c0.20	0.18	
v/s Ratio Perm												
v/c Ratio	0.67	0.85		0.81	0.87		0.60	0.63	0.09	0.94	0.84	
Uniform Delay, d1	43.6	26.1		39.8	22.8		33.7	33.9	30.6	34.7	33.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	35.7	5.6		23.6	5.8		2.3	2.8	0.1	30.6	13.8	
Delay (s)	79.3	31.7		63.4	28.5		36.1	36.7	30.7	65.3	47.6	
Level of Service	E	C		E	C		D	D	C	E	D	
Approach Delay (s)		32.6			31.6			34.8			56.7	
Approach LOS		C			C			C			E	

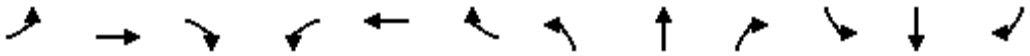
Intersection Summary			
HCM Average Control Delay	36.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	89.2	Sum of lost time (s)	10.0
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		
Description: 5% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	2065	168	10	973	48	187	10	87	68	43	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.97	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1482	1770	3504		1725	1863	1583	1770	1863	1482
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.73	1.00	1.00	0.75	1.00	1.00
Satd. Flow (perm)	1770	3539	1482	1770	3504		1323	1863	1583	1399	1863	1482
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	22	2065	168	10	973	48	187	10	87	68	43	258
RTOR Reduction (vph)	0	0	11	0	2	0	0	0	70	0	0	207
Lane Group Flow (vph)	22	2065	157	10	1019	0	187	10	17	68	43	51
Confl. Peds. (#/hr)			35			35	35					35
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	2.2	37.5	37.5	0.9	36.2		12.2	12.2	12.2	12.2	12.2	12.2
Effective Green, g (s)	2.2	37.5	37.5	0.9	36.2		12.2	12.2	12.2	12.2	12.2	12.2
Actuated g/C Ratio	0.04	0.61	0.61	0.01	0.59		0.20	0.20	0.20	0.20	0.20	0.20
Clearance Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		0.2	0.2	0.2	2.0	2.0	2.0
Lane Grp Cap (vph)	63	2154	902	26	2059		262	369	314	277	369	294
v/s Ratio Prot	c0.01	c0.58		0.01	0.29			0.01			0.02	
v/s Ratio Perm			0.11				c0.14		0.01	0.05		0.03
v/c Ratio	0.35	0.96	0.17	0.38	0.50		0.71	0.03	0.05	0.25	0.12	0.17
Uniform Delay, d1	29.0	11.3	5.3	30.1	7.4		23.1	19.9	20.0	20.8	20.3	20.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	11.1	0.0	3.4	0.1		7.4	0.0	0.0	0.2	0.1	0.1
Delay (s)	30.2	22.4	5.3	33.5	7.5		30.5	19.9	20.1	21.0	20.3	20.6
Level of Service	C	C	A	C	A		C	B	C	C	C	C
Approach Delay (s)		21.2			7.7			26.9			20.7	
Approach LOS		C			A			C			C	

Intersection Summary			
HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	61.6	Sum of lost time (s)	7.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

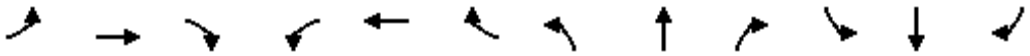
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	2144	27	10	875	15	27	51	159	26	182	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	5.3		3.5	5.3			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.97			0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.91			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1736	3528		1762	3525			1629			1759	
Flt Permitted	0.95	1.00		0.95	1.00			0.94			0.96	
Satd. Flow (perm)	1736	3528		1762	3525			1543			1705	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	15	2144	27	10	875	15	27	51	159	26	182	75
RTOR Reduction (vph)	0	1	0	0	1	0	0	104	0	0	18	0
Lane Group Flow (vph)	15	2170	0	10	889	0	0	133	0	0	265	0
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	0.9	33.0		0.9	33.0			14.6			14.6	
Effective Green, g (s)	0.9	33.0		0.9	33.0			14.6			14.6	
Actuated g/C Ratio	0.01	0.54		0.01	0.54			0.24			0.24	
Clearance Time (s)	3.5	5.3		3.5	5.3			4.0			4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0			2.0	
Lane Grp Cap (vph)	25	1899		26	1898			368			406	
v/s Ratio Prot	c0.01	c0.62		0.01	0.25							
v/s Ratio Perm								0.09			c0.16	
v/c Ratio	0.60	1.14		0.38	0.47			0.36			0.65	
Uniform Delay, d1	30.0	14.1		29.9	8.7			19.5			21.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	23.2	71.1		3.4	0.1			0.2			2.9	
Delay (s)	53.2	85.2		33.3	8.8			19.7			23.9	
Level of Service	D	F		C	A			B			C	
Approach Delay (s)		85.0			9.1			19.7			23.9	
Approach LOS		F			A			B			C	

Intersection Summary			
HCM Average Control Delay	57.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	61.3	Sum of lost time (s)	12.8
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

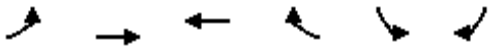
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	10	10	20	10	10	10	20	267	89	117	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	10	10	20	10	10	10	20	267	89	117	10
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	488	607	122	488	478	154	127			287		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	488	607	122	488	478	154	127			287		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	97	99	96	98	99	99			93		
cM capacity (veh/h)	448	380	929	447	449	892	1459			1275		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	30	40	297	216
Volume Left	10	20	10	89
Volume Right	10	10	267	10
cSH	505	512	1459	1275
Volume to Capacity	0.06	0.08	0.01	0.07
Queue Length 95th (ft)	5	6	1	6
Control Delay (s)	12.6	12.6	0.3	3.7
Lane LOS	B	B	A	A
Approach Delay (s)	12.6	12.6	0.3	3.7
Approach LOS	B	B		

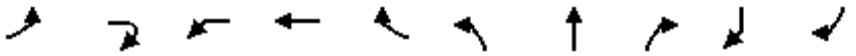
Intersection Summary				
Average Delay	3.0			
Intersection Capacity Utilization	43.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	2099	846	15	621	13
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	2099	846	15	621	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		1074	717			
pX, platoon unblocked					0.49	
vC, conflicting volume	861				1923	430
vC1, stage 1 conf vol					854	
vC2, stage 2 conf vol					1070	
vCu, unblocked vol	861				814	430
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				0	98
cM capacity (veh/h)	776				324	573

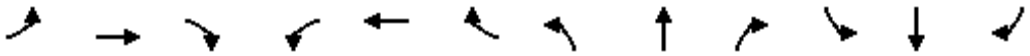
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	10	1050	1050	564	297	634
Volume Left	10	0	0	0	0	621
Volume Right	0	0	0	0	15	13
cSH	776	1700	1700	1700	1700	327
Volume to Capacity	0.01	0.62	0.62	0.33	0.17	1.94
Queue Length 95th (ft)	1	0	0	0	0	1095
Control Delay (s)	9.7	0.0	0.0	0.0	0.0	460.4
Lane LOS	A					F
Approach Delay (s)	0.0			0.0		460.4
Approach LOS						F

Intersection Summary			
Average Delay	81.0		
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		



Movement	EBL	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBR	SBR2
Lane Configurations										
Volume (vph)	2607	51	10	10	10	28	4961	11	1599	812
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Lane Util. Factor	0.97	1.00		1.00		1.00	0.86	1.00	*0.91	1.00
Frt	1.00	0.85		0.95		1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00		0.98		0.95	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583		1750		1770	6408	1583	6713	1583
Flt Permitted	0.74	1.00		0.98		0.95	1.00	1.00	1.00	1.00
Satd. Flow (perm)	2666	1583		1750		1770	6408	1583	6713	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2607	51	10	10	10	28	4961	11	1599	812
RTOR Reduction (vph)	0	15	0	9	0	0	0	2	0	405
Lane Group Flow (vph)	2607	36	0	21	0	28	4961	9	1599	407
Turn Type	custom	custom	Perm			Prot		Perm	custom	custom
Protected Phases				3		5	2		6	
Permitted Phases	4	4	3					2		6
Actuated Green, G (s)	22.2	22.2		5.8		4.8	58.9	58.9	50.1	50.1
Effective Green, g (s)	22.2	22.2		5.8		4.8	58.9	58.9	50.1	50.1
Actuated g/C Ratio	0.22	0.22		0.06		0.05	0.59	0.59	0.50	0.50
Clearance Time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	592	351		102		85	3774	932	3363	793
v/s Ratio Prot						0.02	c0.77		0.24	
v/s Ratio Perm	c0.98	0.02		0.01				0.01		0.26
v/c Ratio	4.40	0.10		0.20		0.33	1.31	0.01	0.48	0.51
Uniform Delay, d1	38.9	31.0		44.9		46.0	20.6	8.5	16.3	16.8
Progression Factor	1.00	1.00		1.00		1.05	0.75	0.39	1.00	1.00
Incremental Delay, d2	1535.6	0.1		1.0		0.2	141.7	0.0	0.1	0.6
Delay (s)	1574.5	31.1		45.9		48.7	157.2	3.3	16.4	17.3
Level of Service	F	C		D		D	F	A	B	B
Approach Delay (s)				45.9			156.3			
Approach LOS				D			F			

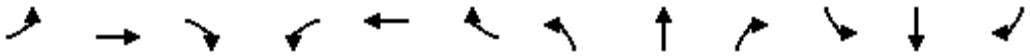
Intersection Summary			
HCM Average Control Delay	488.1	HCM Level of Service	F
HCM Volume to Capacity ratio	2.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	160.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	117	90	257	36	0	0	0	0	143	1618	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5						4.0	
Lane Util. Factor		1.00	1.00		1.00						0.86	
Frpb, ped/bikes		1.00	0.98		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		0.99						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.96						1.00	
Satd. Flow (prot)		1863	1548		1770						6364	
Flt Permitted		1.00	1.00		0.67						1.00	
Satd. Flow (perm)		1863	1548		1241						6364	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	117	90	257	36	0	0	0	0	143	1618	10
RTOR Reduction (vph)	0	0	61	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	117	29	0	293	0	0	0	0	0	1770	0
Confl. Peds. (#/hr)			10	10						10		10
Turn Type			Perm	Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases			4	4						2		
Actuated Green, G (s)		22.7	22.7		22.7						30.1	
Effective Green, g (s)		22.7	22.7		22.7						30.1	
Actuated g/C Ratio		0.32	0.32		0.32						0.43	
Clearance Time (s)		3.5	3.5		3.5						4.0	
Vehicle Extension (s)		2.0	2.0		2.0						5.0	
Lane Grp Cap (vph)		600	498		400						2717	
v/s Ratio Prot		0.06										
v/s Ratio Perm			0.02		c0.24						0.28	
v/c Ratio		0.20	0.06		0.73						0.65	
Uniform Delay, d1		17.3	16.5		21.2						16.0	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.1	0.0		5.9						0.8	
Delay (s)		17.3	16.5		27.1						16.8	
Level of Service		B	B		C						B	
Approach Delay (s)		17.0			27.1			0.0			16.8	
Approach LOS		B			C			A			B	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	70.5	Sum of lost time (s)	17.7
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



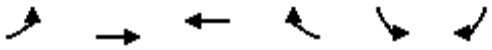
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	145	0	0	148	75	80	4650	97	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.95			0.99				
Flpb, ped/bikes	0.92	0.99			1.00			1.00				
Frt	1.00	1.00			0.95			1.00				
Flt Protected	0.95	0.99			1.00			1.00				
Satd. Flow (prot)	1548	1740			1687			6311				
Flt Permitted	0.38	0.88			1.00			1.00				
Satd. Flow (perm)	613	1533			1687			6311				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	160	145	0	0	148	75	80	4650	97	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	138	167	0	0	223	0	0	4824	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)	19.0	19.0			19.0			72.0				
Effective Green, g (s)	19.0	19.0			19.0			72.0				
Actuated g/C Ratio	0.19	0.19			0.19			0.72				
Clearance Time (s)	4.0	4.0			4.0			5.0				
Lane Grp Cap (vph)	116	291			321			4544				
v/s Ratio Prot					0.13							
v/s Ratio Perm	c0.23	0.11						0.76				
v/c Ratio	1.19	0.57			0.69			1.06				
Uniform Delay, d1	40.5	36.8			37.8			14.0				
Progression Factor	1.00	1.00			1.00			0.84				
Incremental Delay, d2	143.3	8.0			11.8			28.3				
Delay (s)	183.8	44.8			49.5			40.0				
Level of Service	F	D			D			D				
Approach Delay (s)		107.7			49.5			40.0			0.0	
Approach LOS		F			D			D			A	

Intersection Summary			
HCM Average Control Delay	44.3	HCM Level of Service	D
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	103.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	36	10	290	253	140	217
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	36	10	290	253	140	217
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			TWLTL		
Median storage veh)				2		
Upstream signal (ft)	500			832		
pX, platoon unblocked						
vC, conflicting volume			46		869	36
vC1, stage 1 conf vol					36	
vC2, stage 2 conf vol					833	
vCu, unblocked vol			46		869	36
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)			2.2		3.5	3.3
p0 queue free %			81		59	79
cM capacity (veh/h)			1562		338	1037

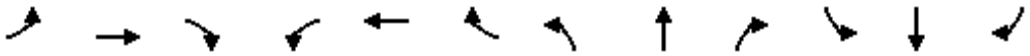
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	36	10	290	253	93	264
Volume Left	0	0	290	0	93	47
Volume Right	0	10	0	0	0	217
cSH	1700	1700	1562	1700	338	759
Volume to Capacity	0.02	0.01	0.19	0.15	0.28	0.35
Queue Length 95th (ft)	0	0	17	0	28	39
Control Delay (s)	0.0	0.0	7.8	0.0	19.6	12.2
Lane LOS			A		C	B
Approach Delay (s)	0.0		4.2		14.2	
Approach LOS					B	

Intersection Summary			
Average Delay	7.8		
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		
Description: SB coded as EB			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	23	216	446	422	23	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.93		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1740		1770	1583
Flt Permitted	0.20	1.00	1.00		0.95	1.00
Satd. Flow (perm)	373	1863	1740		1770	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	23	216	446	422	23	67
RTOR Reduction (vph)	0	0	45	0	0	51
Lane Group Flow (vph)	23	216	823	0	23	16
Turn Type	Perm					Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Actuated Green, G (s)	49.0	49.0	49.0		18.0	18.0
Effective Green, g (s)	49.0	49.0	49.0		18.0	18.0
Actuated g/C Ratio	0.65	0.65	0.65		0.24	0.24
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Lane Grp Cap (vph)	244	1217	1137		425	380
v/s Ratio Prot		0.12	c0.47		c0.01	
v/s Ratio Perm	0.06					0.01
v/c Ratio	0.09	0.18	0.72		0.05	0.04
Uniform Delay, d1	4.8	5.1	8.5		21.9	21.9
Progression Factor	1.00	1.00	0.56		1.00	1.00
Incremental Delay, d2	0.8	0.3	2.9		0.2	0.2
Delay (s)	5.6	5.4	7.6		22.2	22.1
Level of Service	A	A	A		C	C
Approach Delay (s)		5.4	7.6		22.1	
Approach LOS		A	A		C	

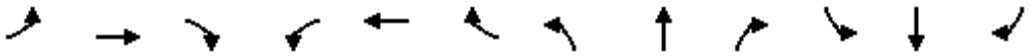
Intersection Summary			
HCM Average Control Delay	8.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		
Description:			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	167	59	21	610	11	171	190	10	18	349	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	1.00		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1790		1770	1858		1770	1849		1770	1807	
Flt Permitted	0.19	1.00		0.58	1.00		0.37	1.00		0.61	1.00	
Satd. Flow (perm)	361	1790		1079	1858		695	1849		1139	1807	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	13	167	59	21	610	11	171	190	10	18	349	87
RTOR Reduction (vph)	0	17	0	0	1	0	0	3	0	0	12	0
Lane Group Flow (vph)	13	209	0	21	620	0	171	197	0	18	424	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	33.0	33.0		33.0	33.0		34.0	34.0		34.0	34.0	
Effective Green, g (s)	33.0	33.0		33.0	33.0		34.0	34.0		34.0	34.0	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.45	0.45		0.45	0.45	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	159	788		475	818		315	838		516	819	
v/s Ratio Prot		0.12			c0.33			0.11			0.23	
v/s Ratio Perm	0.04			0.02			c0.25			0.02		
v/c Ratio	0.08	0.27		0.04	0.76		0.54	0.24		0.03	0.52	
Uniform Delay, d1	12.2	13.3		12.0	17.6		14.9	12.5		11.4	14.6	
Progression Factor	0.89	0.87		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	0.8		0.2	6.5		6.6	0.7		0.1	2.3	
Delay (s)	11.9	12.4		12.2	24.1		21.4	13.2		11.5	17.0	
Level of Service	B	B		B	C		C	B		B	B	
Approach Delay (s)		12.3			23.7			17.0			16.8	
Approach LOS		B			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		

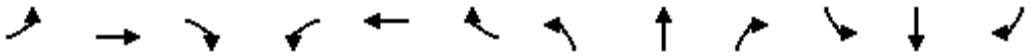
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	0	0	0	0	73	39	4559	10	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	34	0	0	0	0	73	39	4559	10	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								506			708	
pX, platoon unblocked	0.41	0.41		0.41	0.41	0.41				0.41		
vC, conflicting volume	1291	4647	0	4642	4642	1145	0			4569		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	2737	0	2725	2725	0	0			2549		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	100	100	100	100	84	98			100		
cM capacity (veh/h)	349	8	1084	4	8	450	1622			71		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4
Volume Total	34	73	799	1520	1520	770
Volume Left	34	0	39	0	0	0
Volume Right	0	73	0	0	0	10
cSH	349	450	1622	1700	1700	1700
Volume to Capacity	0.10	0.16	0.02	0.89	0.89	0.45
Queue Length 95th (ft)	8	14	2	0	0	0
Control Delay (s)	16.4	14.6	0.7	0.0	0.0	0.0
Lane LOS	C	B	A			
Approach Delay (s)	16.4	14.6	0.1			
Approach LOS	C	B				

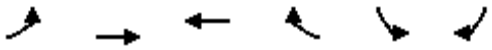
Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	84.7%	ICU Level of Service	E	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	295	41	425	279	141	99	323	635	355	203	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Frt		0.98			1.00	0.85		0.92		1.00	0.99	
Flt Protected		1.00			0.97	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1830			1808	1583		1704		1770	1848	
Flt Permitted		0.63			0.57	1.00		0.95		0.22	1.00	
Satd. Flow (perm)		1162			1061	1583		1623		406	1848	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	295	41	425	279	141	99	323	635	355	203	11
RTOR Reduction (vph)	0	10	0	0	0	90	0	97	0	0	4	0
Lane Group Flow (vph)	0	336	0	0	704	51	0	960	0	355	210	0
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		18.0			18.0	18.0		24.0		24.0	24.0	
Effective Green, g (s)		18.0			18.0	18.0		24.0		24.0	24.0	
Actuated g/C Ratio		0.36			0.36	0.36		0.48		0.48	0.48	
Clearance Time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		418			382	570		779		195	887	
v/s Ratio Prot											0.11	
v/s Ratio Perm		0.29			c0.66	0.03		0.59		c0.87		
v/c Ratio		0.80			1.84	0.09		1.23		1.82	0.24	
Uniform Delay, d1		14.4			16.0	10.6		13.0		13.0	7.6	
Progression Factor		1.00			1.27	1.67		1.00		1.00	1.00	
Incremental Delay, d2		10.8			380.2	0.0		115.5		388.7	0.6	
Delay (s)		25.2			400.5	17.6		128.5		401.7	8.3	
Level of Service		C			F	B		F		F	A	
Approach Delay (s)		25.2			336.6			128.5			253.7	
Approach LOS		C			F			F			F	

Intersection Summary			
HCM Average Control Delay	203.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.83		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	151.2%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 5% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	136	1185	829	39	53	119
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	136	1185	829	39	53	119
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1247	874			
pX, platoon unblocked						
vC, conflicting volume	868				1713	434
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	868				1713	434
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	82				21	79
cM capacity (veh/h)	772				67	570

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	531	790	553	315	172
Volume Left	136	0	0	0	53
Volume Right	0	0	0	39	119
cSH	772	1700	1700	1700	172
Volume to Capacity	0.18	0.46	0.33	0.19	1.00
Queue Length 95th (ft)	16	0	0	0	201
Control Delay (s)	4.6	0.0	0.0	0.0	122.9
Lane LOS	A				F
Approach Delay (s)	1.8		0.0		122.9
Approach LOS					F

Intersection Summary			
Average Delay	10.0		
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	SWL2	SWL	SWR
Lane Configurations											
Volume (vph)	742	457	202	316	244	72	258	10	70	1528	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0			4.0			5.5	
Lane Util. Factor	0.95		1.00	1.00			1.00			0.91	
Frpb, ped/bikes	1.00		1.00	0.96			1.00			0.97	
Flpb, ped/bikes	1.00		1.00	1.00			1.00			0.92	
Frt	0.94		1.00	0.93			1.00			0.97	
Flt Protected	1.00		0.95	1.00			0.99			0.96	
Satd. Flow (prot)	3337		1761	1672			1832			5625	
Flt Permitted	1.00		0.19	1.00			0.99			0.96	
Satd. Flow (perm)	3337		353	1672			1832			5625	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	742	457	202	316	244	72	258	10	70	1528	476
RTOR Reduction (vph)	95	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	1104	0	202	560	0	0	339	0	0	2074	0
Confl. Peds. (#/hr)			36		36			36	36		36
Turn Type			Perm			Perm			Perm		
Protected Phases	4			4			1			2 3	
Permitted Phases			4			1			2 3		
Actuated Green, G (s)	21.0		21.0	21.0			17.0			33.0	
Effective Green, g (s)	21.0		21.0	21.0			17.0			33.0	
Actuated g/C Ratio	0.21		0.21	0.21			0.17			0.33	
Clearance Time (s)	4.0		4.0	4.0			4.0				
Vehicle Extension (s)	5.0		5.0	5.0			5.0				
Lane Grp Cap (vph)	701		74	351			311			1856	
v/s Ratio Prot	0.33			0.33							
v/s Ratio Perm			c0.57				0.19			0.37	
v/c Ratio	1.58		2.73	1.60			1.09			1.12	
Uniform Delay, d1	39.5		39.5	39.5			41.5			33.5	
Progression Factor	0.85		0.91	0.91			1.00			1.00	
Incremental Delay, d2	259.5		812.3	280.1			77.4			60.9	
Delay (s)	293.2		848.1	315.8			118.9			94.4	
Level of Service	F		F	F			F			F	
Approach Delay (s)	293.2			456.9			118.9			94.4	
Approach LOS	F			F			F			F	

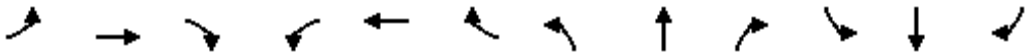
Intersection Summary			
HCM Average Control Delay	213.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	110.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	883	10	10	670	10	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	883	10	10	670	10	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	882			789		
pX, platoon unblocked			0.82		0.82	0.82
vC, conflicting volume			893		1243	446
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			439		864	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		96	99
cM capacity (veh/h)			919		239	892

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	589	304	233	447	20
Volume Left	0	0	10	0	10
Volume Right	0	10	0	0	10
cSH	1700	1700	919	1700	377
Volume to Capacity	0.35	0.18	0.01	0.26	0.05
Queue Length 95th (ft)	0	0	1	0	4
Control Delay (s)	0.0	0.0	0.5	0.0	15.1
Lane LOS			A		C
Approach Delay (s)	0.0		0.2		15.1
Approach LOS					C

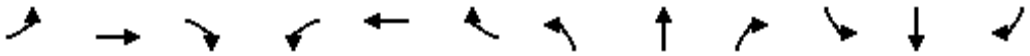
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	35.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	63	816	14	10	510	36	38	10	25	27	10	132
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	63	816	14	10	510	36	38	10	25	27	10	132
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		1087			584							
pX, platoon unblocked				0.83			0.83	0.83	0.83	0.83	0.83	
vC, conflicting volume	546			830			1361	1515	415	1112	1504	273
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	546			396			1033	1218	0	734	1205	273
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			99			67	93	97	88	93	82
cM capacity (veh/h)	1019			966			114	139	904	223	141	725

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	471	422	265	291	73	169
Volume Left	63	0	10	0	38	27
Volume Right	0	14	0	36	25	132
cSH	1019	1700	966	1700	168	452
Volume to Capacity	0.06	0.25	0.01	0.17	0.43	0.37
Queue Length 95th (ft)	5	0	1	0	49	43
Control Delay (s)	1.8	0.0	0.4	0.0	41.8	17.7
Lane LOS	A		A		E	C
Approach Delay (s)	0.9		0.2		41.8	17.7
Approach LOS					E	C

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

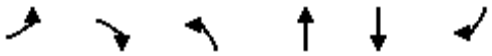


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	846	52	0	0	106	10	352	3804	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.98			1.00				
Flpb, ped/bikes	0.86	0.87			1.00			0.99				
Frt	1.00	1.00			0.99			1.00				
Flt Protected	0.95	0.96			1.00			1.00				
Satd. Flow (prot)	1440	1479			1811			6320				
Flt Permitted	0.63	0.62			1.00			1.00				
Satd. Flow (perm)	956	958			1811			6320				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	846	52	0	0	106	10	352	3804	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	448	450	0	0	116	0	0	4206	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		2			2			4				
Permitted Phases	2						4					
Actuated Green, G (s)	20.0	20.0			20.0			72.0				
Effective Green, g (s)	20.0	20.0			20.0			72.0				
Actuated g/C Ratio	0.20	0.20			0.20			0.72				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	191	192			362			4550				
v/s Ratio Prot					0.06							
v/s Ratio Perm	0.47	c0.47						0.67				
v/c Ratio	2.35	2.34			0.32			0.92				
Uniform Delay, d1	40.0	40.0			34.2			11.7				
Progression Factor	0.99	0.99			1.00			0.60				
Incremental Delay, d2	607.0	606.2			2.3			2.0				
Delay (s)	646.5	645.7			36.5			9.0				
Level of Service	F	F			D			A				
Approach Delay (s)		646.1			36.5			9.0			0.0	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM Average Control Delay	119.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	536	103	31	817	48	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	4.0	4.0
Lane Util. Factor	1.00		1.00	0.95	1.00	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1822		1770	3539	1770	1583
Flt Permitted	1.00		0.42	1.00	0.95	1.00
Satd. Flow (perm)	1822		786	3539	1770	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	536	103	31	817	48	34
RTOR Reduction (vph)	7	0	0	0	0	28
Lane Group Flow (vph)	632	0	31	817	48	6
Turn Type			Perm			Perm
Protected Phases	4			8	2	
Permitted Phases			8	8		2
Actuated Green, G (s)	37.1		32.0	32.0	17.9	17.9
Effective Green, g (s)	37.1		32.0	32.0	17.9	17.9
Actuated g/C Ratio	0.37		0.32	0.32	0.18	0.18
Clearance Time (s)	4.5		4.5	4.5	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	676		252	1132	317	283
v/s Ratio Prot	c0.35			c0.23	c0.03	
v/s Ratio Perm			0.04			0.00
v/c Ratio	0.94		0.12	0.72	0.15	0.02
Uniform Delay, d1	30.3		24.1	30.1	34.6	33.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	20.1		1.0	4.0	0.2	0.0
Delay (s)	50.4		25.1	34.1	34.9	33.9
Level of Service	D		C	C	C	C
Approach Delay (s)	50.4			33.7	34.4	
Approach LOS	D			C	C	

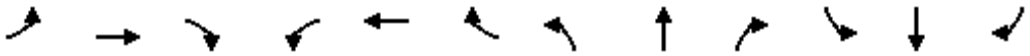
Intersection Summary			
HCM Average Control Delay	40.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	568	229	480	489	178	491
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.97		1.00	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	3339		1770	1863	1863	1583
Flt Permitted	0.97		0.61	1.00	1.00	1.00
Satd. Flow (perm)	3339		1138	1863	1863	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	568	229	480	489	178	491
RTOR Reduction (vph)	45	0	0	0	0	280
Lane Group Flow (vph)	752	0	480	489	178	211
Turn Type			Perm			Perm
Protected Phases				2	2	
Permitted Phases	4		2			2
Actuated Green, G (s)	21.0		43.0	43.0	43.0	43.0
Effective Green, g (s)	21.0		43.0	43.0	43.0	43.0
Actuated g/C Ratio	0.21		0.43	0.43	0.43	0.43
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	701		489	801	801	681
v/s Ratio Prot				0.26	0.10	
v/s Ratio Perm	c0.23		c0.42			0.13
v/c Ratio	1.07		0.98	0.61	0.22	0.31
Uniform Delay, d1	39.5		28.1	22.0	18.0	18.7
Progression Factor	1.00		1.00	1.05	1.00	1.00
Incremental Delay, d2	55.2		30.7	2.6	0.6	1.2
Delay (s)	94.7		58.7	25.6	18.6	19.9
Level of Service	F		E	C	B	B
Approach Delay (s)	94.7			42.0	19.6	
Approach LOS	F			D	B	

Intersection Summary			
HCM Average Control Delay	53.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	36.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 5% of time for LRT			

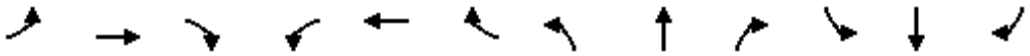
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	269	10	19	10	0	0	0	0	176	1796	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5						5.5	
Lane Util. Factor		1.00			1.00						0.86	
Frt		1.00			1.00						0.97	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1854			1804						6217	
Flt Permitted		1.00			0.72						1.00	
Satd. Flow (perm)		1854			1337						6217	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	269	10	19	10	0	0	0	0	176	1796	417
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	38	0
Lane Group Flow (vph)	0	277	0	0	29	0	0	0	0	0	2351	0
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		21.5			21.5						59.5	
Effective Green, g (s)		21.5			21.5						59.5	
Actuated g/C Ratio		0.22			0.22						0.60	
Clearance Time (s)		3.5			3.5						5.5	
Lane Grp Cap (vph)		399			287						3699	
v/s Ratio Prot		c0.15										
v/s Ratio Perm					0.02						0.38	
v/c Ratio		0.70			0.10						0.64	
Uniform Delay, d1		36.2			31.5						13.2	
Progression Factor		1.00			1.00						1.09	
Incremental Delay, d2		9.6			0.7						0.1	
Delay (s)		45.8			32.2						14.4	
Level of Service		D			C						B	
Approach Delay (s)		45.8			32.2			0.0			14.4	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

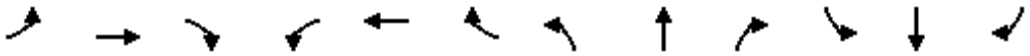
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	452	10	10	24	10	10	10	159	10	10	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	452	10	10	24	10	10	10	159	10	10	10

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	472	44	179	30
Volume Left (vph)	10	10	10	10
Volume Right (vph)	10	10	159	10
Hadj (s)	0.03	-0.06	-0.49	-0.10
Departure Headway (s)	4.5	4.9	4.7	5.3
Degree Utilization, x	0.59	0.06	0.23	0.04
Capacity (veh/h)	771	672	691	599
Control Delay (s)	13.8	8.2	9.1	8.5
Approach Delay (s)	13.8	8.2	9.1	8.5
Approach LOS	B	A	A	A

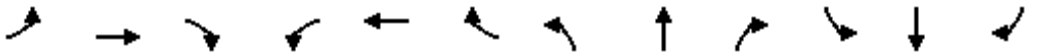
Intersection Summary			
Delay	12.1		
HCM Level of Service	B		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	422	143	0	0	10	117	12	3801	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.86				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1770	1863			1863	1583		6403				
Flt Permitted	0.75	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1399	1863			1863	1583		6403				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	422	143	0	0	10	117	12	3801	14	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	1	0	1	0	0	0	0
Lane Group Flow (vph)	422	143	0	0	10	116	0	3826	0	0	0	0
Turn Type	Perm					Perm	Perm					
Protected Phases		2			2			4				
Permitted Phases	2					2	4					
Actuated Green, G (s)	20.0	20.0			20.0	20.0		72.0				
Effective Green, g (s)	20.0	20.0			20.0	20.0		72.0				
Actuated g/C Ratio	0.20	0.20			0.20	0.20		0.72				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Grp Cap (vph)	280	373			373	317		4610				
v/s Ratio Prot		0.08			0.01							
v/s Ratio Perm	c0.30					0.07		0.60				
v/c Ratio	1.51	0.38			0.03	0.37		0.83				
Uniform Delay, d1	40.0	34.7			32.2	34.5		9.7				
Progression Factor	1.00	1.00			1.00	1.00		0.75				
Incremental Delay, d2	245.9	3.0			0.1	3.2		0.2				
Delay (s)	285.9	37.6			32.3	37.8		7.5				
Level of Service	F	D			C	D		A				
Approach Delay (s)		223.1			37.3			7.5			0.0	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM Average Control Delay	35.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

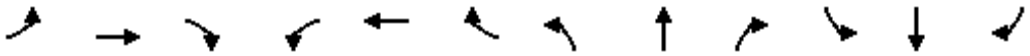
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	24	35	76	10	287	0	627	79	46	351	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.96		1.00	0.86			1.00	0.85		1.00	
Flt Protected		0.98		0.95	1.00			1.00	1.00		0.99	
Satd. Flow (prot)		1743		1770	1593			1863	1583		1846	
Flt Permitted		0.18		0.95	1.00			1.00	1.00		0.76	
Satd. Flow (perm)		316		1770	1593			1863	1583		1419	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	24	35	76	10	287	0	627	79	46	351	10
RTOR Reduction (vph)	0	16	0	0	258	0	0	0	39	0	1	0
Lane Group Flow (vph)	0	98	0	76	39	0	0	627	40	0	406	0
Turn Type	Perm			Split			Perm		Perm	Perm		
Protected Phases		4		8	8			2			6	
Permitted Phases	4						2		2	6		
Actuated Green, G (s)		27.0		10.1	10.1			50.9	50.9		50.9	
Effective Green, g (s)		27.0		10.1	10.1			50.9	50.9		50.9	
Actuated g/C Ratio		0.27		0.10	0.10			0.51	0.51		0.51	
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		85		179	161			948	806		722	
v/s Ratio Prot				c0.04	0.02			c0.34				
v/s Ratio Perm		c0.31							0.03		0.29	
v/c Ratio		1.15		0.42	0.24			0.66	0.05		0.56	
Uniform Delay, d1		36.5		42.2	41.4			18.2	12.4		16.9	
Progression Factor		1.00		1.00	1.00			0.26	0.14		1.46	
Incremental Delay, d2		144.5		1.6	0.8			1.0	0.0		2.2	
Delay (s)		181.0		43.8	42.2			5.7	1.8		26.8	
Level of Service		F		D	D			A	A		C	
Approach Delay (s)		181.0			42.5			5.3			26.8	
Approach LOS		F			D			A			C	

Intersection Summary			
HCM Average Control Delay	32.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 5% of time for LRT			

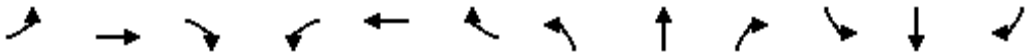
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	38	159	14	10	200	12	25	249	69	10	364	70
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	38	159	14	10	200	12	25	249	69	10	364	70

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	211	222	343	444
Volume Left (vph)	38	10	25	10
Volume Right (vph)	14	12	69	70
Hadj (s)	0.03	0.01	-0.07	-0.06
Departure Headway (s)	7.0	7.0	6.4	6.2
Degree Utilization, x	0.41	0.43	0.61	0.76
Capacity (veh/h)	437	444	526	553
Control Delay (s)	14.9	15.2	18.7	26.1
Approach Delay (s)	14.9	15.2	18.7	26.1
Approach LOS	B	C	C	D

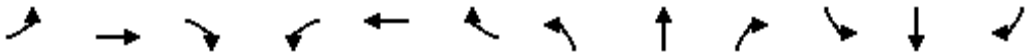
Intersection Summary				
Delay	20.1			
HCM Level of Service	C			
Intersection Capacity Utilization	61.6%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	476	268	10	44	10	145	504	45	157	363	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5			3.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.98			0.99			1.00	
Flt Protected		1.00			0.99			0.99			0.99	
Satd. Flow (prot)		1772			1809			1827			1831	
Flt Permitted		1.00			0.88			0.82			0.72	
Satd. Flow (perm)		1767			1603			1521			1333	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	13	476	268	10	44	10	145	504	45	157	363	10
RTOR Reduction (vph)	0	40	0	0	7	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	717	0	0	57	0	0	689	0	0	529	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		14.5			14.5			28.5			28.5	
Effective Green, g (s)		14.5			14.5			28.5			28.5	
Actuated g/C Ratio		0.29			0.29			0.57			0.57	
Clearance Time (s)		3.5			3.5			3.5			3.5	
Lane Grp Cap (vph)		512			465			867			760	
v/s Ratio Prot												
v/s Ratio Perm		c0.41			0.04			c0.45			0.40	
v/c Ratio		1.40			0.12			0.79			0.70	
Uniform Delay, d1		17.8			13.1			8.4			7.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		191.9			0.5			7.4			5.2	
Delay (s)		209.7			13.6			15.9			12.9	
Level of Service		F			B			B			B	
Approach Delay (s)		209.7			13.6			15.9			12.9	
Approach LOS		F			B			B			B	

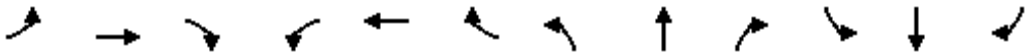
Intersection Summary			
HCM Average Control Delay	86.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



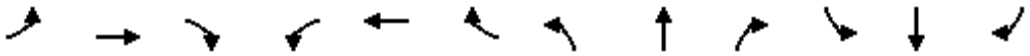
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	0	204	320	469	441	0	0	0	0	398	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						3.5	
Lane Util. Factor		1.00		0.91	0.91						1.00	
Frpb, ped/bikes		1.00		1.00	0.89						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.94		1.00	0.93						0.98	
Flt Protected		0.97		0.95	1.00						1.00	
Satd. Flow (prot)		1705		1610	2792						1818	
Flt Permitted		0.97		0.95	1.00						1.00	
Satd. Flow (perm)		1705		1610	2792						1818	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	265	0	204	320	469	441	0	0	0	0	398	87
RTOR Reduction (vph)	0	27	0	0	159	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	442	0	288	783	0	0	0	0	0	477	0
Confl. Peds. (#/hr)						72						
Turn Type	Split			Split								
Protected Phases	4	4		8	8						2	
Permitted Phases												
Actuated Green, G (s)		26.0		29.0	29.0						28.5	
Effective Green, g (s)		26.0		29.0	29.0						28.5	
Actuated g/C Ratio		0.26		0.29	0.29						0.28	
Clearance Time (s)		4.0		4.0	4.0						3.5	
Lane Grp Cap (vph)		443		467	810						518	
v/s Ratio Prot		c0.26		0.18	c0.28						c0.26	
v/s Ratio Perm												
v/c Ratio		1.00		0.62	0.97						0.92	
Uniform Delay, d1		37.0		30.7	35.0						34.7	
Progression Factor		1.00		0.90	0.87						1.17	
Incremental Delay, d2		42.0		6.0	24.4						21.6	
Delay (s)		79.0		33.6	54.9						62.2	
Level of Service		E		C	D						E	
Approach Delay (s)		79.0			49.9			0.0			62.2	
Approach LOS		E			D			A			E	

Intersection Summary			
HCM Average Control Delay	58.9	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	31	401	0	0	0	0	0	999	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5						3.5	
Lane Util. Factor					0.91						0.91	
Frpb, ped/bikes					1.00						0.99	
Flpb, ped/bikes					1.00						1.00	
Frt					1.00						0.99	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5046						4995	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5046						4995	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	31	401	0	0	0	0	0	999	85
RTOR Reduction (vph)	0	0	0	0	18	0	0	0	0	0	19	0
Lane Group Flow (vph)	0	0	0	0	414	0	0	0	0	0	1065	0
Confl. Peds. (#/hr)				72								72
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)					17.5						20.5	
Effective Green, g (s)					17.5						20.5	
Actuated g/C Ratio					0.35						0.41	
Clearance Time (s)					3.5						3.5	
Lane Grp Cap (vph)					1766						2048	
v/s Ratio Prot											c0.21	
v/s Ratio Perm					0.08							
v/c Ratio					0.23						0.52	
Uniform Delay, d1					11.5						11.1	
Progression Factor					1.00						0.66	
Incremental Delay, d2					0.3						0.7	
Delay (s)					11.8						8.1	
Level of Service					B						A	
Approach Delay (s)		0.0			11.8			0.0			8.1	
Approach LOS		A			B			A			A	

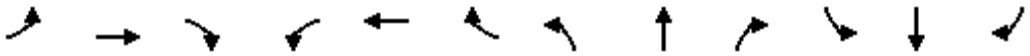
Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	18	10	0	0	0	12	852	24	434	732	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00					1.00	1.00		1.00	1.00	
Frt		0.96					1.00	1.00		1.00	0.99	
Flt Protected		0.99					0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1773					1770	1855		1770	1851	
Flt Permitted		0.99					0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1773					1770	1855		1770	1851	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	18	10	0	0	0	12	852	24	434	732	32
RTOR Reduction (vph)	0	10	0	0	0	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	28	0	0	0	0	12	875	0	434	762	0
Turn Type	Perm						Split			Split		
Protected Phases		4					2	2		6	6	
Permitted Phases	4											
Actuated Green, G (s)		4.9					45.1	45.1		38.0	38.0	
Effective Green, g (s)		4.9					45.1	45.1		38.0	38.0	
Actuated g/C Ratio		0.05					0.45	0.45		0.38	0.38	
Clearance Time (s)		4.0					4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0					3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		87					798	837		673	703	
v/s Ratio Prot							0.01	c0.47		0.25	c0.41	
v/s Ratio Perm		0.02										
v/c Ratio		0.33					0.02	1.05		0.64	1.08	
Uniform Delay, d1		46.0					15.2	27.4		25.5	31.0	
Progression Factor		1.00					0.75	0.75		1.00	1.00	
Incremental Delay, d2		2.2					0.0	41.1		2.1	59.0	
Delay (s)		48.2					11.4	61.6		27.6	90.0	
Level of Service		D					B	E		C	F	
Approach Delay (s)		48.2			0.0			61.0			67.4	
Approach LOS		D			A			E			E	

Intersection Summary			
HCM Average Control Delay	64.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		
Description: 5% of time for LRT			

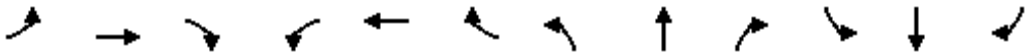
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	345	149	0	0	0	0	605	439	168	535	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
Lane Util. Factor	1.00	0.95						0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	0.98						0.99	0.92	1.00	1.00	
Flpb, ped/bikes	0.89	1.00						1.00	1.00	0.98	1.00	
Frt	1.00	0.95						0.99	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1571	3299						1742	1387	1740	1863	
Flt Permitted	0.95	1.00						1.00	1.00	0.19	1.00	
Satd. Flow (perm)	1571	3299						1742	1387	341	1863	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	345	149	0	0	0	0	605	439	168	535	0
RTOR Reduction (vph)	0	96	0	0	0	0	0	5	111	0	0	0
Lane Group Flow (vph)	10	398	0	0	0	0	0	644	284	168	535	0
Confl. Peds. (#/hr)	72		72						72	72		
Turn Type	Perm								Perm	Perm		
Protected Phases		1						2			2	
Permitted Phases	1								2	2		
Actuated Green, G (s)	16.5	16.5						23.5	23.5	23.5	23.5	
Effective Green, g (s)	16.5	16.5						23.5	23.5	23.5	23.5	
Actuated g/C Ratio	0.33	0.33						0.47	0.47	0.47	0.47	
Clearance Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
Lane Grp Cap (vph)	518	1089						819	652	160	876	
v/s Ratio Prot		c0.12						0.37			0.29	
v/s Ratio Perm	0.01								0.20	c0.49		
v/c Ratio	0.02	0.37						0.79	0.44	1.05	0.61	
Uniform Delay, d1	11.3	12.8						11.1	8.8	13.2	9.8	
Progression Factor	0.62	0.89						0.53	0.34	1.00	1.00	
Incremental Delay, d2	0.1	0.8						0.7	0.2	85.0	3.2	
Delay (s)	7.1	12.1						6.6	3.2	98.3	13.0	
Level of Service	A	B						A	A	F	B	
Approach Delay (s)		12.0			0.0			5.3			33.4	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		
Description: 5% of time for LRT			

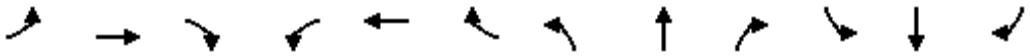
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1036	63	0	0	0	0	0	0	492	542	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5								3.5	3.5	
Lane Util. Factor		0.95								0.91	0.91	
Frpb, ped/bikes		1.00								1.00	1.00	
Flpb, ped/bikes		1.00								0.95	0.99	
Frt		0.99								1.00	1.00	
Flt Protected		1.00								0.95	0.99	
Satd. Flow (prot)		3496								1528	3314	
Flt Permitted		1.00								0.95	0.99	
Satd. Flow (perm)		3496								1528	3314	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1036	63	0	0	0	0	0	0	492	542	0
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	108	50	0
Lane Group Flow (vph)	0	1090	0	0	0	0	0	0	0	227	649	0
Confl. Peds. (#/hr)			72							72		
Turn Type										Perm		
Protected Phases		1									2	
Permitted Phases										2		
Actuated Green, G (s)		19.5								18.5	18.5	
Effective Green, g (s)		19.5								18.5	18.5	
Actuated g/C Ratio		0.39								0.37	0.37	
Clearance Time (s)		3.5								3.5	3.5	
Lane Grp Cap (vph)		1363								565	1226	
v/s Ratio Prot		c0.31										
v/s Ratio Perm										0.15	0.20	
v/c Ratio		0.80								0.40	0.53	
Uniform Delay, d1		13.5								11.7	12.3	
Progression Factor		1.40								1.61	1.31	
Incremental Delay, d2		4.4								1.4	1.0	
Delay (s)		23.4								20.1	17.3	
Level of Service		C								C	B	
Approach Delay (s)		23.4			0.0			0.0			18.2	
Approach LOS		C			A			A			B	

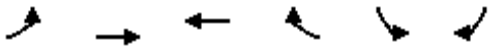
Intersection Summary			
HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



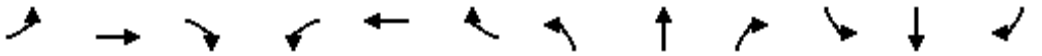
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	701	401	0	0	0	231	0	2447	38	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	0.99				1.00		1.00				
Frt	1.00	1.00				0.86		1.00				
Flt Protected	0.95	0.99				1.00		1.00				
Satd. Flow (prot)	3221	1666				1611		5064				
Flt Permitted	0.95	0.99				1.00		1.00				
Satd. Flow (perm)	3221	1666				1611		5064				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	701	401	0	0	0	231	0	2447	38	0	0	0
RTOR Reduction (vph)	19	8	0	0	0	21	0	3	0	0	0	0
Lane Group Flow (vph)	612	463	0	0	0	210	0	2482	0	0	0	0
Confl. Peds. (#/hr)	72					72			72			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	15.5	24.5				5.5		18.5				
Effective Green, g (s)	15.5	24.5				5.5		18.5				
Actuated g/C Ratio	0.31	0.49				0.11		0.37				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	999	816				177		1874				
v/s Ratio Prot	0.19	c0.18				c0.13		c0.49				
v/s Ratio Perm		0.10										
v/c Ratio	0.61	0.57				1.18		1.32				
Uniform Delay, d1	14.7	9.0				22.2		15.8				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	2.8	2.9				126.0		149.8				
Delay (s)	17.5	11.9				148.3		165.5				
Level of Service	B	B				F		F				
Approach Delay (s)		15.1			148.3			165.5			0.0	
Approach LOS		B			F			F			A	

Intersection Summary			
HCM Average Control Delay	121.1	HCM Level of Service	F
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



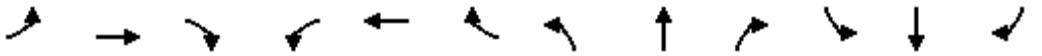
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	503	189	185	19	135	754
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.89	
Flt Protected	0.95	1.00	1.00	1.00	0.99	
Satd. Flow (prot)	1770	1863	1863	1583	1637	
Flt Permitted	0.95	1.00	1.00	1.00	0.99	
Satd. Flow (perm)	1770	1863	1863	1583	1637	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	503	189	185	19	135	754
RTOR Reduction (vph)	0	0	0	8	122	0
Lane Group Flow (vph)	503	189	185	11	767	0
Turn Type	Prot			pm+ov		
Protected Phases	7	4	8	1	1	
Permitted Phases				8		
Actuated Green, G (s)	35.5	45.3	18.4	71.5	53.1	
Effective Green, g (s)	35.5	45.3	18.4	71.5	53.1	
Actuated g/C Ratio	0.30	0.38	0.15	0.60	0.44	
Clearance Time (s)	4.5	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.5	4.5	4.5	3.0	3.0	
Lane Grp Cap (vph)	526	706	287	1000	727	
v/s Ratio Prot	c0.28	0.10	c0.10	0.01	c0.47	
v/s Ratio Perm				0.00		
v/c Ratio	0.96	0.27	0.64	0.01	1.06	
Uniform Delay, d1	41.2	25.6	47.5	9.7	33.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	28.3	0.4	6.0	0.0	49.0	
Delay (s)	69.5	26.0	53.5	9.7	82.2	
Level of Service	E	C	D	A	F	
Approach Delay (s)		57.6	49.4		82.2	
Approach LOS		E	D		F	

Intersection Summary			
HCM Average Control Delay	68.9	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	119.5	Sum of lost time (s)	12.5
Intersection Capacity Utilization	101.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	2667	61	138	860	0	0	0	793
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					1.00		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6217		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6217		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2667	61	138	860	0	0	0	793
RTOR Reduction (vph)	0	0	0	0	6	0	0	0	0	0	0	419
Lane Group Flow (vph)	0	0	0	0	2722	0	138	860	0	0	0	374
Confl. Peds. (#/hr)						72						
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					17.4		8.0	23.6				11.6
Effective Green, g (s)					17.4		8.0	23.6				11.6
Actuated g/C Ratio					0.35		0.16	0.47				0.23
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					2164		549	1587				647
v/s Ratio Prot					c0.44		0.04	c0.26				0.13
v/s Ratio Perm												
v/c Ratio					1.26		0.25	0.54				0.58
Uniform Delay, d1					16.3		18.4	9.4				17.0
Progression Factor					1.31		1.09	0.92				3.74
Incremental Delay, d2					116.4		0.1	0.2				0.1
Delay (s)					137.8		20.2	8.8				63.9
Level of Service					F		C	A				E
Approach Delay (s)		0.0			137.8			10.3			63.9	
Approach LOS		A			F			B			E	

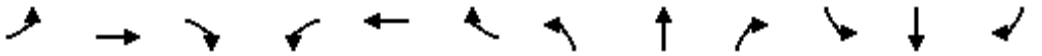
Intersection Summary			
HCM Average Control Delay	96.7	HCM Level of Service	F
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	16	1838	337	501	762	0	0	294	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.91		0.91	0.91			0.95	0.95
Frpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.98		1.00	1.00			0.97	0.85
Flt Protected					1.00		0.95	0.99			1.00	1.00
Satd. Flow (prot)					4899		1610	3372			1719	1504
Flt Permitted					1.00		0.95	0.99			1.00	1.00
Satd. Flow (perm)					4899		1610	3372			1719	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	16	1838	337	501	762	0	0	294	389
RTOR Reduction (vph)	0	0	0	0	52	0	0	0	0	0	6	6
Lane Group Flow (vph)	0	0	0	0	2139	0	411	852	0	0	358	313
Confl. Peds. (#/hr)				72		72						
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					23.5		8.5	8.5			7.5	7.5
Effective Green, g (s)					23.5		8.5	8.5			7.5	7.5
Actuated g/C Ratio					0.47		0.17	0.17			0.15	0.15
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					2303		274	573			258	226
v/s Ratio Prot							c0.26	0.25			c0.21	0.21
v/s Ratio Perm					0.44							
v/c Ratio					0.93		1.50	1.49			1.39	1.39
Uniform Delay, d1					12.5		20.8	20.8			21.2	21.2
Progression Factor					0.96		1.33	1.32			0.99	0.99
Incremental Delay, d2					6.2		239.6	226.4			193.2	194.5
Delay (s)					18.2		267.2	253.8			214.3	215.6
Level of Service					B		F	F			F	F
Approach Delay (s)		0.0			18.2			258.2			214.9	
Approach LOS		A			B			F			F	

Intersection Summary			
HCM Average Control Delay	123.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	111.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	191	1825	0	0	0	0	0	390	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5						3.5	3.5
Lane Util. Factor				0.86	0.86						0.95	1.00
Frpb, ped/bikes				1.00	1.00						1.00	1.00
Flpb, ped/bikes				0.86	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1303	4796						3539	1583
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1303	4796						3539	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	191	1825	0	0	0	0	0	390	350
RTOR Reduction (vph)	0	0	0	77	1	0	0	0	0	0	0	107
Lane Group Flow (vph)	0	0	0	95	1843	0	0	0	0	0	390	243
Confl. Peds. (#/hr)				72								
Turn Type				Perm								Perm
Protected Phases					1						2	
Permitted Phases				1								2
Actuated Green, G (s)				55.5	55.5						27.5	27.5
Effective Green, g (s)				55.5	55.5						27.5	27.5
Actuated g/C Ratio				0.56	0.56						0.28	0.28
Clearance Time (s)				3.5	3.5						3.5	3.5
Lane Grp Cap (vph)				723	2662						973	435
v/s Ratio Prot											0.11	
v/s Ratio Perm				0.07	0.38							c0.15
v/c Ratio				0.13	0.69						0.40	0.56
Uniform Delay, d1				10.7	16.1						29.5	31.0
Progression Factor				1.00	1.00						1.18	1.30
Incremental Delay, d2				0.4	1.5						1.1	4.6
Delay (s)				11.1	17.6						36.0	44.8
Level of Service				B	B						D	D
Approach Delay (s)		0.0			17.0			0.0			40.2	
Approach LOS		A			B			A			D	

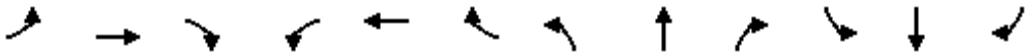
Intersection Summary			
HCM Average Control Delay	23.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

Movement	EBL	EBT	EBR	NBR	SBL	SBT	NEL	NER	NER2
Lane Configurations									
Volume (vph)	137	917	402	144	283	496	142	653	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Lane Util. Factor		0.86		0.88	0.91	0.91	1.00	0.91	
Frpb, ped/bikes		0.98		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.96		0.85	1.00	1.00	0.92	0.85	
Flt Protected		1.00		1.00	0.95	1.00	0.98	1.00	
Satd. Flow (prot)		6004		2787	1610	3380	1676	2882	
Flt Permitted		1.00		1.00	0.95	1.00	0.98	1.00	
Satd. Flow (perm)		6004		2787	1610	3380	1676	2882	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	137	917	402	144	283	496	142	653	64
RTOR Reduction (vph)	0	0	0	48	0	0	0	10	0
Lane Group Flow (vph)	0	1456	0	96	252	527	299	550	0
Confl. Peds. (#/hr)			36						36
Turn Type	Perm			custom	Perm			Prot	
Protected Phases		2				1	3	3	
Permitted Phases	2			1	1				
Actuated Green, G (s)		45.2		21.8	21.8	21.8	27.0	27.0	
Effective Green, g (s)		45.2		21.8	21.8	21.8	27.0	27.0	
Actuated g/C Ratio		0.43		0.21	0.21	0.21	0.26	0.26	
Clearance Time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Vehicle Extension (s)		3.0		2.0	2.0	2.0	4.0	4.0	
Lane Grp Cap (vph)		2572		576	333	698	429	738	
v/s Ratio Prot							0.18	c0.19	
v/s Ratio Perm		0.24		0.03	c0.16	0.16			
v/c Ratio		0.57		0.17	0.76	0.76	0.70	0.75	
Uniform Delay, d1		22.8		34.4	39.4	39.3	35.5	36.1	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.9		0.1	8.4	4.1	5.3	4.4	
Delay (s)		23.7		34.4	47.8	43.5	40.8	40.5	
Level of Service		C		C	D	D	D	D	
Approach Delay (s)		23.7				44.9	40.6		
Approach LOS		C				D	D		

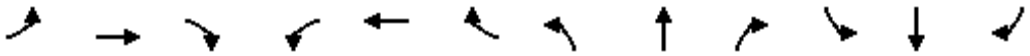
Intersection Summary			
HCM Average Control Delay	33.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	11.5
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



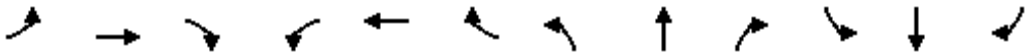
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	423	1466	106	0	0	0	0	350	701	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0			
Lane Util. Factor		0.81	0.81					0.91	0.91			
Frpb, ped/bikes		1.00	0.96					0.98	0.96			
Flpb, ped/bikes		1.00	1.00					1.00	1.00			
Frt		1.00	0.85					0.92	0.85			
Flt Protected		0.99	1.00					1.00	1.00			
Satd. Flow (prot)		5962	1231					3077	1387			
Flt Permitted		0.99	1.00					1.00	1.00			
Satd. Flow (perm)		5962	1231					3077	1387			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	423	1466	106	0	0	0	0	350	701	0	0	0
RTOR Reduction (vph)	0	104	55	0	0	0	0	4	4	0	0	0
Lane Group Flow (vph)	0	1796	40	0	0	0	0	697	346	0	0	0
Confl. Peds. (#/hr)	36		36						36			
Parking (#/hr)	0											
Turn Type	Split		Perm						Perm			
Protected Phases	1	1						2				
Permitted Phases			1						2			
Actuated Green, G (s)		21.0	21.0					21.0	21.0			
Effective Green, g (s)		21.0	21.0					21.0	21.0			
Actuated g/C Ratio		0.42	0.42					0.42	0.42			
Clearance Time (s)		4.0	4.0					4.0	4.0			
Vehicle Extension (s)		0.2	0.2					0.2	0.2			
Lane Grp Cap (vph)		2504	517					1292	583			
v/s Ratio Prot		c0.30						0.23				
v/s Ratio Perm			0.03						c0.25			
v/c Ratio		0.72	0.08					0.54	0.59			
Uniform Delay, d1		12.0	8.7					10.9	11.2			
Progression Factor		1.00	1.00					1.00	1.00			
Incremental Delay, d2		1.8	0.3					0.2	1.1			
Delay (s)		13.8	9.0					11.1	12.3			
Level of Service		B	A					B	B			
Approach Delay (s)		13.6			0.0			11.5			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



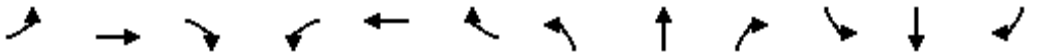
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1049	1118	0	0	0	0	0	137	104	299	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	3.5		
Lane Util. Factor	0.86	0.86						0.91	0.91	1.00		
Frpb, ped/bikes	1.00	1.00						0.99	0.96	1.00		
Flpb, ped/bikes	0.96	0.99						1.00	1.00	0.98		
Frt	1.00	1.00						0.97	0.85	1.00		
Flt Protected	0.95	0.98						1.00	1.00	0.95		
Satd. Flow (prot)	1463	4672						3274	1381	1728		
Flt Permitted	0.95	0.98						1.00	1.00	0.64		
Satd. Flow (perm)	1463	4672						3274	1381	1167		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1049	1118	0	0	0	0	0	137	104	299	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	19	32	0	0	0
Lane Group Flow (vph)	524	1643	0	0	0	0	0	148	42	299	0	0
Confl. Peds. (#/hr)	36								36	36		
Turn Type	Perm								Perm	D.Pm		
Protected Phases		1						2				
Permitted Phases	1							2	2	2		
Actuated Green, G (s)	24.5	24.5						18.5	18.5	18.5		
Effective Green, g (s)	24.5	24.5						18.5	18.5	18.5		
Actuated g/C Ratio	0.49	0.49						0.37	0.37	0.37		
Clearance Time (s)	3.5	3.5						3.5	3.5	3.5		
Lane Grp Cap (vph)	717	2289						1211	511	432		
v/s Ratio Prot								0.05				
v/s Ratio Perm	c0.36	0.35							0.03	c0.26		
v/c Ratio	0.73	0.72						0.12	0.08	0.69		
Uniform Delay, d1	10.1	10.0						10.4	10.2	13.3		
Progression Factor	0.93	0.93						1.00	1.00	1.86		
Incremental Delay, d2	4.8	1.4						0.2	0.3	0.8		
Delay (s)	14.2	10.8						10.6	10.5	25.6		
Level of Service	B	B						B	B	C		
Approach Delay (s)		11.6			0.0			10.6			25.6	
Approach LOS		B			A			B			C	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	111.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



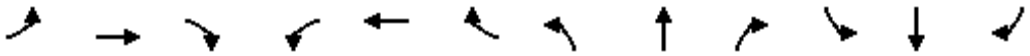
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1161	422	0	0	0	0	0	0	74	424	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5									3.5	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									0.99	
Frt		0.96									1.00	
Flt Protected		1.00									0.99	
Satd. Flow (prot)		4820									5021	
Flt Permitted		1.00									0.99	
Satd. Flow (perm)		4820									5021	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1161	422	0	0	0	0	0	0	74	424	0
RTOR Reduction (vph)	0	131	0	0	0	0	0	0	0	0	50	0
Lane Group Flow (vph)	0	1452	0	0	0	0	0	0	0	0	448	0
Confl. Peds. (#/hr)			36							36		
Turn Type										Perm		
Protected Phases		1									2	
Permitted Phases										2		
Actuated Green, G (s)		21.5									16.5	
Effective Green, g (s)		21.5									16.5	
Actuated g/C Ratio		0.43									0.33	
Clearance Time (s)		3.5									3.5	
Lane Grp Cap (vph)		2073									1657	
v/s Ratio Prot		c0.30										
v/s Ratio Perm											0.09	
v/c Ratio		0.70									0.27	
Uniform Delay, d1		11.6									12.3	
Progression Factor		0.85									0.47	
Incremental Delay, d2		1.5									0.4	
Delay (s)		11.4									6.2	
Level of Service		B									A	
Approach Delay (s)		11.4			0.0			0.0			6.2	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM Average Control Delay	10.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	302	327	446	563	0	0	0	0	1901	5	1082
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.91		0.97	1.00					0.91	0.91	0.88
Frpb, ped/bikes		0.99		1.00	1.00					1.00	1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00					0.99	1.00	1.00
Frt		0.92		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		4627		3433	1863					3205	1607	2708
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		4627		3433	1863					3205	1607	2708
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	302	327	446	563	0	0	0	0	1901	5	1082
RTOR Reduction (vph)	0	194	0	0	0	0	0	0	0	0	0	150
Lane Group Flow (vph)	0	435	0	446	563	0	0	0	0	1274	632	932
Confl. Peds. (#/hr)	5		5	5		5			5	5		5
Confl. Bikes (#/hr)			5			5						
Turn Type				Prot						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases										4		4
Actuated Green, G (s)		20.8		16.2	41.0					51.0	51.0	51.0
Effective Green, g (s)		20.8		16.2	41.0					51.0	51.0	51.0
Actuated g/C Ratio		0.21		0.16	0.41					0.51	0.51	0.51
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		962		556	764					1635	820	1381
v/s Ratio Prot		0.09		0.13	c0.30							
v/s Ratio Perm										c0.40	0.39	0.34
v/c Ratio		0.45		0.80	0.74					0.78	0.77	0.67
Uniform Delay, d1		34.6		40.4	24.9					19.9	19.8	18.3
Progression Factor		1.00		0.62	0.87					1.00	1.00	1.00
Incremental Delay, d2		1.5		5.2	3.9					2.4	4.5	1.3
Delay (s)		36.2		30.2	25.5					22.3	24.3	19.6
Level of Service		D		C	C					C	C	B
Approach Delay (s)		36.2			27.6			0.0			21.8	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM Average Control Delay	25.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	155.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

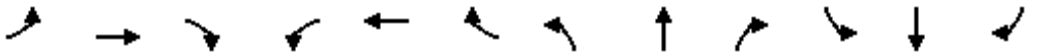


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	2049	0	0	857	1355	152	1	1606	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86	0.86	1.00	0.91	0.91			
Frpb, ped/bikes	1.00	1.00			0.99	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			0.93	0.85	1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085			4442	1330	1770	1441	2882			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085			4442	1330	1770	1441	2882			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	154	2049	0	0	857	1355	152	1	1606	0	0	0
RTOR Reduction (vph)	0	0	0	0	142	430	0	2	4	0	0	0
Lane Group Flow (vph)	154	2049	0	0	1393	247	152	529	1072	0	0	0
Confl. Peds. (#/hr)	5		5	5		5						
Confl. Bikes (#/hr)			5			5						
Turn Type	Prot					Perm	Split		Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	10.7	51.2			36.5	36.5	40.8	40.8	40.8			
Effective Green, g (s)	10.7	51.2			36.5	36.5	40.8	40.8	40.8			
Actuated g/C Ratio	0.11	0.51			0.36	0.36	0.41	0.41	0.41			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	189	2604			1621	485	722	588	1176			
v/s Ratio Prot	0.09	c0.40			c0.31		0.09	0.37	c0.37			
v/s Ratio Perm						0.19						
v/c Ratio	0.81	0.79			0.99dr	0.51	0.21	0.90	0.91			
Uniform Delay, d1	43.7	19.9			29.4	24.8	19.2	27.7	27.9			
Progression Factor	1.26	0.21			0.26	2.14	1.00	1.00	1.00			
Incremental Delay, d2	15.9	1.6			2.2	1.3	0.1	16.5	10.6			
Delay (s)	71.0	5.8			9.8	54.3	19.3	44.2	38.5			
Level of Service	E	A			A	D	B	D	D			
Approach Delay (s)		10.4			23.5			38.6			0.0	
Approach LOS		B			C			D			A	

Intersection Summary			
HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	155.1%	ICU Level of Service	H
Analysis Period (min)	15		

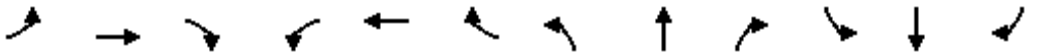
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



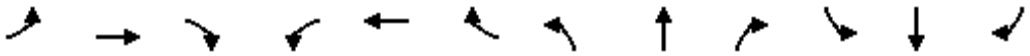
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	749	1841	1065	19	1453	10	393	29	10	10	40	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	1.00
Satd. Flow (prot)	1770	5085	1560	1770	5079		1681	1696	1542		1844	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	1.00
Satd. Flow (perm)	1770	5085	1560	1770	5079		1681	1696	1542		1844	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	749	1841	1065	19	1453	10	393	29	10	10	40	366
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	9	0	0	2
Lane Group Flow (vph)	749	1841	1065	19	1462	0	212	210	1	0	50	364
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot		Free	Prot			Split		Perm	Split		pt+ov
Protected Phases	5	2		1	6		8	8		4	4	4 5
Permitted Phases			Free						8			
Actuated Green, G (s)	42.4	66.0	100.0	2.0	25.6		12.0	12.0	12.0		4.0	50.4
Effective Green, g (s)	42.4	66.0	100.0	2.0	25.6		12.0	12.0	12.0		4.0	50.4
Actuated g/C Ratio	0.42	0.66	1.00	0.02	0.26		0.12	0.12	0.12		0.04	0.50
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	750	3356	1560	35	1300		202	204	185		74	798
v/s Ratio Prot	c0.42	0.36		0.01	c0.29		c0.13	0.12			0.03	0.23
v/s Ratio Perm			c0.68						0.00			
v/c Ratio	1.00	0.55	0.68	0.54	1.12		1.05	1.03	0.01		0.68	0.46
Uniform Delay, d1	28.8	9.1	0.0	48.5	37.2		44.0	44.0	38.8		47.4	16.0
Progression Factor	0.98	0.97	1.00	1.00	1.00		0.54	0.54	0.23		1.00	1.00
Incremental Delay, d2	23.1	0.3	1.3	16.1	66.7		75.9	69.8	0.0		21.7	0.4
Delay (s)	51.3	9.1	1.3	64.6	103.9		99.9	93.7	9.0		69.1	16.4
Level of Service	D	A	A	E	F		F	F	A		E	B
Approach Delay (s)		15.5			103.4			94.8			22.7	
Approach LOS		B			F			F			C	

Intersection Summary			
HCM Average Control Delay	43.5	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	286	1212	345	24	797	42	262	64	27	29	132	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	1.00
Frt	1.00	0.97		1.00	0.99		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.99	1.00
Satd. Flow (prot)	1770	3383		1770	3503		1751	1764			1842	1533
Flt Permitted	0.95	1.00		0.95	1.00		0.61	1.00			0.95	1.00
Satd. Flow (perm)	1770	3383		1770	3503		1127	1764			1759	1533
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	286	1212	345	24	797	42	262	64	27	29	132	417
RTOR Reduction (vph)	0	29	0	0	5	0	0	20	0	0	0	255
Lane Group Flow (vph)	286	1528	0	24	834	0	262	72	0	0	161	162
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		7
Actuated Green, G (s)	13.4	34.3		2.3	23.2		18.5	18.5			18.5	18.5
Effective Green, g (s)	13.4	34.3		2.3	23.2		18.5	18.5			18.5	18.5
Actuated g/C Ratio	0.20	0.52		0.03	0.35		0.28	0.28			0.28	0.28
Clearance Time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	356	1742		61	1220		313	490			489	426
v/s Ratio Prot	c0.16	c0.45		0.01	0.24			0.04				
v/s Ratio Perm							c0.23				0.09	0.11
v/c Ratio	0.80	0.88		0.39	0.68		0.84	0.15			0.33	0.38
Uniform Delay, d1	25.3	14.3		31.5	18.6		22.6	18.1			19.1	19.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	11.7	5.2		1.5	1.3		16.7	0.1			0.1	0.2
Delay (s)	37.0	19.5		33.0	19.8		39.3	18.2			19.3	19.6
Level of Service	D	B		C	B		D	B			B	B
Approach Delay (s)		22.2			20.2			33.9			19.5	
Approach LOS		C			C			C			B	

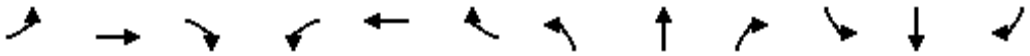
Intersection Summary			
HCM Average Control Delay	22.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	66.6	Sum of lost time (s)	7.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	923	189	55	392	80	435	296	10	176	701	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3411		1770	3412		1770	1852		1770	1846	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3411		1770	3412		1770	1852		1770	1846	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	156	923	189	55	392	80	435	296	10	176	701	36
RTOR Reduction (vph)	0	15	0	0	17	0	0	1	0	0	2	0
Lane Group Flow (vph)	156	1097	0	55	455	0	435	305	0	176	736	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	15.4	37.2		4.0	25.8		17.8	29.3		13.5	25.0	
Effective Green, g (s)	15.4	37.2		4.0	25.8		17.8	29.3		13.5	25.0	
Actuated g/C Ratio	0.15	0.37		0.04	0.26		0.18	0.29		0.14	0.25	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	2.0		3.0	2.0	
Lane Grp Cap (vph)	273	1269		71	880		315	543		239	462	
v/s Ratio Prot	c0.09	c0.32		0.03	0.13		c0.25	0.16		0.10	c0.40	
v/s Ratio Perm												
v/c Ratio	0.57	0.86		0.77	0.52		1.38	0.56		0.74	1.59	
Uniform Delay, d1	39.2	29.1		47.6	31.8		41.1	29.9		41.5	37.5	
Progression Factor	1.00	1.00		1.71	1.54		0.61	0.51		1.00	1.00	
Incremental Delay, d2	1.8	8.0		31.6	1.8		182.9	0.5		11.2	276.5	
Delay (s)	41.0	37.1		112.9	50.7		207.9	15.6		52.7	314.0	
Level of Service	D	D		F	D		F	B		D	F	
Approach Delay (s)		37.5			57.2			128.5			263.6	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM Average Control Delay	119.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	111.7%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

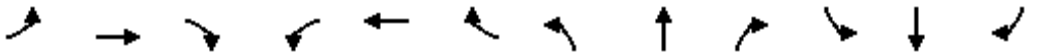
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	955	71	66	482	150	30	382	26	284	530	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	4.8		5.0	4.8		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.96		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3486		1770	3359		1770	1841		1770	1853	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3486		1770	3359		1770	1841		1770	1853	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	81	955	71	66	482	150	30	382	26	284	530	16
RTOR Reduction (vph)	0	6	0	0	30	0	0	2	0	0	1	0
Lane Group Flow (vph)	81	1020	0	66	602	0	30	406	0	284	545	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases		6			2							
Actuated Green, G (s)	6.4	30.1		5.8	29.5		2.4	25.1		17.0	39.7	
Effective Green, g (s)	5.4	29.8		4.8	29.2		1.9	24.6		16.5	39.2	
Actuated g/C Ratio	0.05	0.30		0.05	0.29		0.02	0.25		0.16	0.39	
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	2.0		3.0	2.0	
Lane Grp Cap (vph)	96	1039		85	981		34	453		292	726	
v/s Ratio Prot	0.05	c0.29		0.04	c0.18		0.02	c0.22		c0.16	0.29	
v/s Ratio Perm												
v/c Ratio	0.84	0.98		0.78	0.61		0.88	0.90		0.97	0.75	
Uniform Delay, d1	46.9	34.8		47.1	30.5		48.9	36.5		41.5	26.2	
Progression Factor	1.34	0.48		1.00	1.00		1.17	0.57		1.00	1.00	
Incremental Delay, d2	28.6	17.0		32.3	2.9		95.9	16.9		44.9	3.9	
Delay (s)	91.2	33.7		79.4	33.4		153.3	37.7		86.4	30.1	
Level of Service	F	C		E	C		F	D		F	C	
Approach Delay (s)		37.9			37.8			45.6			49.4	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	42.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
Description: 5% of time for LRT			

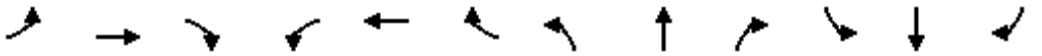
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	412	604	272	523	639	94	36	419	763	47	289	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	4.5		5.0	4.5		4.5	4.5	4.5	4.5	4.5	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3313		1770	3447		1770	1863	1528	1770	3539	1570
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3313		1770	3447		1770	1863	1528	1770	3539	1570
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	412	604	272	523	639	94	36	419	763	47	289	146
RTOR Reduction (vph)	0	53	0	0	12	0	0	0	126	0	0	110
Lane Group Flow (vph)	412	823	0	523	721	0	36	419	637	47	289	36
Confl. Peds. (#/hr)	35		35	35		35			35	35		
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Actuated Green, G (s)	12.0	25.4		15.0	28.4		15.3	24.5	39.5	3.6	12.8	24.8
Effective Green, g (s)	11.0	25.4		14.0	28.4		14.8	24.0	38.5	3.1	12.3	24.8
Actuated g/C Ratio	0.11	0.25		0.14	0.28		0.15	0.24	0.38	0.03	0.12	0.25
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	195	842		248	979		262	447	588	55	435	389
v/s Ratio Prot	0.23	c0.25		c0.30	c0.21		0.02	0.22	c0.16	c0.03	0.08	0.01
v/s Ratio Perm									0.26			0.01
v/c Ratio	2.11	0.98		2.11	0.74		0.14	0.94	1.08	0.85	0.66	0.09
Uniform Delay, d1	44.5	37.0		43.0	32.4		37.0	37.3	30.8	48.2	41.9	28.9
Progression Factor	1.00	1.00		1.00	1.00		0.50	0.40	1.76	1.00	1.00	1.00
Incremental Delay, d2	517.7	26.0		512.4	4.9		0.0	14.0	49.5	68.6	3.0	0.0
Delay (s)	562.2	63.0		555.4	37.3		18.5	28.9	103.6	116.8	44.8	29.0
Level of Service	F	E		F	D		B	C	F	F	D	C
Approach Delay (s)		222.7			253.1			75.4			47.0	
Approach LOS		F			F			E			D	

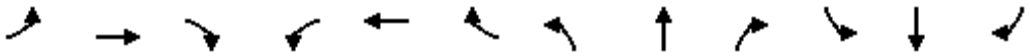
Intersection Summary			
HCM Average Control Delay	169.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



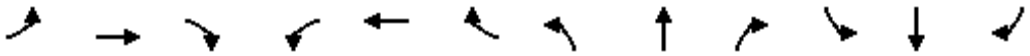
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	1404	23	217	1361	202	34	162	194	21	131	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.93	1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.93
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.98	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1466	1770	3438		1727	1863	1553	1770	1863	1477
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.53	1.00	1.00	0.44	1.00	1.00
Satd. Flow (perm)	1770	3539	1466	1770	3438		967	1863	1553	824	1863	1477
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	48	1404	23	217	1361	202	34	162	194	21	131	27
RTOR Reduction (vph)	0	0	5	0	8	0	0	0	165	0	0	23
Lane Group Flow (vph)	48	1404	18	217	1555	0	34	162	29	21	131	4
Confl. Peds. (#/hr)	25		25	25		25	25					25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	4.2	58.6	58.6	15.3	69.7		15.1	15.1	15.1	15.1	15.1	15.1
Effective Green, g (s)	4.2	58.6	58.6	15.3	69.7		15.1	15.1	15.1	15.1	15.1	15.1
Actuated g/C Ratio	0.04	0.59	0.59	0.15	0.70		0.15	0.15	0.15	0.15	0.15	0.15
Clearance Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		0.2	0.2	0.2	2.0	2.0	2.0
Lane Grp Cap (vph)	74	2074	859	271	2396		146	281	235	124	281	223
v/s Ratio Prot	0.03	c0.40		c0.12	0.45			c0.09			0.07	
v/s Ratio Perm			0.01				0.04		0.02	0.03		0.00
v/c Ratio	0.65	0.68	0.02	0.80	0.65		0.23	0.58	0.12	0.17	0.47	0.02
Uniform Delay, d1	47.2	14.2	8.7	40.9	8.4		37.4	39.5	36.7	37.0	38.8	36.1
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.87	0.88	1.56	1.00	1.00	1.00
Incremental Delay, d2	13.7	1.8	0.0	14.7	1.4		0.3	1.7	0.1	0.2	0.4	0.0
Delay (s)	60.9	16.0	8.7	55.6	9.8		32.9	36.3	57.3	37.2	39.2	36.2
Level of Service	E	B	A	E	A		C	D	E	D	D	D
Approach Delay (s)		17.3			15.3			46.4			38.5	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



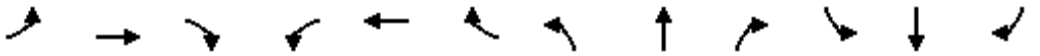
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	1533	10	31	1646	114	17	10	10	10	62	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0		4.5	5.0		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.98	1.00		0.97	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.93		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3534		1770	3486		1734	1682		1720	1628	
Flt Permitted	0.95	1.00		0.95	1.00		0.43	1.00		0.74	1.00	
Satd. Flow (perm)	1770	3534		1770	3486		779	1682		1348	1628	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	82	1533	10	31	1646	114	17	10	10	10	62	117
RTOR Reduction (vph)	0	0	0	0	4	0	0	9	0	0	78	0
Lane Group Flow (vph)	82	1543	0	31	1756	0	17	11	0	10	101	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	7.6	68.8		3.6	64.8		15.1	15.1		15.1	15.1	
Effective Green, g (s)	7.1	68.3		3.1	64.3		14.6	14.6		14.6	14.6	
Actuated g/C Ratio	0.07	0.68		0.03	0.64		0.15	0.15		0.15	0.15	
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	126	2414		55	2241		114	246		197	238	
v/s Ratio Prot	0.05	c0.44		0.02	c0.50			0.01			c0.06	
v/s Ratio Perm							0.02			0.01		
v/c Ratio	0.65	0.64		0.56	0.78		0.15	0.05		0.05	0.43	
Uniform Delay, d1	45.2	8.9		47.8	12.8		37.3	36.7		36.7	38.9	
Progression Factor	1.00	1.00		0.63	0.36		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.8	1.3		0.7	0.3		0.2	0.0		0.0	0.4	
Delay (s)	54.1	10.2		30.7	4.8		37.5	36.7		36.8	39.3	
Level of Service	D	B		C	A		D	D		D	D	
Approach Delay (s)		12.4			5.3			37.1			39.2	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM Average Control Delay	10.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



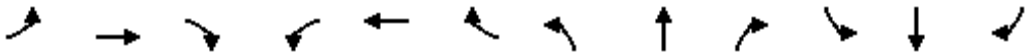
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	331	1211	10	189	1163	116	10	59	77	11	161	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.97		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		0.98	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.92		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3532		1770	3462		1752	1660		1726	1581	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3532		1770	3462		1752	1660		1726	1581	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	331	1211	10	189	1163	116	10	59	77	11	161	625
RTOR Reduction (vph)	0	1	0	0	7	0	0	47	0	0	140	0
Lane Group Flow (vph)	331	1220	0	189	1272	0	10	89	0	11	646	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	15.0	39.2		11.0	35.2		0.8	33.0		0.8	33.0	
Effective Green, g (s)	15.0	39.2		11.0	35.2		0.8	33.0		0.8	33.0	
Actuated g/C Ratio	0.15	0.39		0.11	0.35		0.01	0.33		0.01	0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	266	1385		195	1219		14	548		14	522	
v/s Ratio Prot	c0.19	0.35		0.11	c0.37		0.01	0.05		c0.01	c0.41	
v/s Ratio Perm												
v/c Ratio	1.24	0.88		0.97	1.04		0.71	0.16		0.79	1.24	
Uniform Delay, d1	42.5	28.2		44.3	32.4		49.5	23.7		49.5	33.5	
Progression Factor	0.74	0.69		1.01	1.07		1.00	1.00		0.40	0.63	
Incremental Delay, d2	132.5	6.7		41.6	32.5		100.1	0.6		22.4	108.5	
Delay (s)	164.1	26.3		86.5	67.3		149.6	24.4		42.5	129.5	
Level of Service	F	C		F	E		F	C		D	F	
Approach Delay (s)		55.7			69.8			32.9			128.3	
Approach LOS		E			E			C			F	

Intersection Summary			
HCM Average Control Delay	74.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	113.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



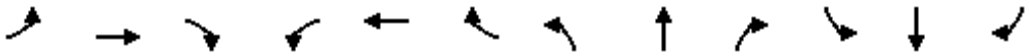
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1266	33	40	548	0	0	0	0	34	3626	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	4.0
Lane Util. Factor		0.95		1.00	0.95						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		1.00		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3522		1770	3539						6404	1532
Flt Permitted		1.00		0.95	1.00						1.00	1.00
Satd. Flow (perm)		3522		1770	3539						6404	1532
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1266	33	40	548	0	0	0	0	34	3626	921
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	76
Lane Group Flow (vph)	0	1297	0	40	548	0	0	0	0	0	3660	845
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						5
Turn Type				Prot						Perm		Perm
Protected Phases		4		3	8						2	
Permitted Phases										2		2
Actuated Green, G (s)		32.0		2.4	38.4						53.6	53.6
Effective Green, g (s)		32.0		2.4	38.4						53.6	53.6
Actuated g/C Ratio		0.32		0.02	0.38						0.54	0.54
Clearance Time (s)		4.0		4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1127		42	1359						3433	821
v/s Ratio Prot		c0.37		c0.02	0.15							
v/s Ratio Perm											0.57	0.55
v/c Ratio		1.15		0.95	0.40						1.07	1.03
Uniform Delay, d1		34.0		48.7	22.4						23.2	23.2
Progression Factor		0.89		0.64	0.24						0.25	0.31
Incremental Delay, d2		74.6		85.0	0.1						30.5	18.3
Delay (s)		105.0		116.1	5.5						36.2	25.6
Level of Service		F		F	A						D	C
Approach Delay (s)		105.0			13.0			0.0			34.1	
Approach LOS		F			B			A			C	

Intersection Summary			
HCM Average Control Delay	46.4	HCM Level of Service	D
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1241	12	0	0	58	20	516	1924	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	0.97	1.00			1.00			0.86	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	3433	1863			1782			6330	1523			
Flt Permitted	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	3433	1863			1782			6330	1523			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1241	12	0	0	58	20	516	1924	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	3	0	0	0
Lane Group Flow (vph)	1241	12	0	0	71	0	0	2440	7	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split						Perm		Perm			
Protected Phases	4	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	38.8	38.8			6.4			42.8	42.8			
Effective Green, g (s)	38.8	38.8			6.4			42.8	42.8			
Actuated g/C Ratio	0.39	0.39			0.06			0.43	0.43			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1332	723			114			2709	652			
v/s Ratio Prot	c0.36	0.01			c0.04							
v/s Ratio Perm								0.39	0.00			
v/c Ratio	0.93	0.02			0.63			0.90	0.01			
Uniform Delay, d1	29.3	18.8			45.6			26.6	16.4			
Progression Factor	0.40	0.11			1.00			0.77	0.92			
Incremental Delay, d2	1.4	0.0			10.3			4.6	0.0			
Delay (s)	13.1	2.1			55.9			24.9	15.2			
Level of Service	B	A			E			C	B			
Approach Delay (s)		13.0			55.9			24.9			0.0	
Approach LOS		B			E			C			A	

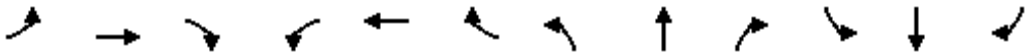
Intersection Summary			
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	10	10	10	10	13	10	10	10	10	51	22
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	10	10	10	10	13	10	10	10	10	51	22

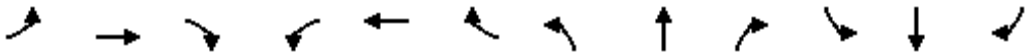
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	10	20	10	23	30	83
Volume Left (vph)	10	0	10	0	10	10
Volume Right (vph)	0	10	0	13	10	22
Hadj (s)	0.53	-0.32	0.53	-0.36	-0.10	-0.10
Departure Headway (s)	5.3	4.5	5.3	4.4	4.0	4.0
Degree Utilization, x	0.01	0.02	0.01	0.03	0.03	0.09
Capacity (veh/h)	661	779	653	787	866	888
Control Delay (s)	7.2	6.4	7.2	6.3	7.2	7.4
Approach Delay (s)	6.6		6.6		7.2	7.4
Approach LOS	A		A		A	A

Intersection Summary				
Delay	7.1			
HCM Level of Service	A			
Intersection Capacity Utilization	24.8%	ICU Level of Service	A	
Analysis Period (min)	15			



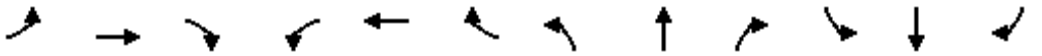
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	10	387	61	61	590	10	10	10	10	36	39	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	387	61	61	590	10	10	10	10	36	39	10
Approach Volume (veh/h)		458			661			30			85	
Crossing Volume (veh/h)		136			30			433			661	
High Capacity (veh/h)		1245			1353			985			820	
High v/c (veh/h)		0.37			0.49			0.03			0.10	
Low Capacity (veh/h)		1034			1132			800			654	
Low v/c (veh/h)		0.44			0.58			0.04			0.13	

Intersection Summary				
Maximum v/c High	0.49			
Maximum v/c Low	0.58			
Intersection Capacity Utilization	79.3%	ICU Level of Service	D	



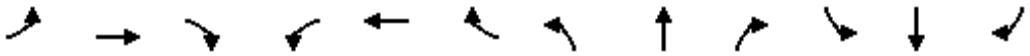
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	447	10	792	738	173	10	57	403	39	26	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.97			0.99	
Flpb, ped/bikes	0.99	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.97			0.88			0.98	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.97	
Satd. Flow (prot)	1745	1853		1770	1785			1590			1764	
Flt Permitted	0.33	1.00		0.95	1.00			1.00			0.97	
Satd. Flow (perm)	601	1853		1770	1785			1590			1764	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	447	10	792	738	173	10	57	403	39	26	10
RTOR Reduction (vph)	0	1	0	0	7	0	0	225	0	0	6	0
Lane Group Flow (vph)	10	456	0	792	904	0	0	245	0	0	69	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Prot			Split			Split		
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases	6											
Actuated Green, G (s)	19.3	19.3		37.8	61.1			17.8			9.1	
Effective Green, g (s)	19.3	19.3		37.8	61.1			17.8			9.1	
Actuated g/C Ratio	0.19	0.19		0.38	0.61			0.18			0.09	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	116	358		669	1091			283			161	
v/s Ratio Prot		c0.25		c0.45	0.51			c0.15			c0.04	
v/s Ratio Perm	0.02											
v/c Ratio	0.09	1.27		1.18	0.83			0.86			0.43	
Uniform Delay, d1	33.1	40.4		31.1	15.3			39.9			43.0	
Progression Factor	1.00	1.00		1.01	1.06			2.01			1.00	
Incremental Delay, d2	1.5	143.5		84.3	0.7			2.7			1.8	
Delay (s)	34.6	183.9		115.8	16.9			82.8			44.8	
Level of Service	C	F		F	B			F			D	
Approach Delay (s)		180.7			62.9			82.8			44.8	
Approach LOS		F			E			F			D	

Intersection Summary			
HCM Average Control Delay	86.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	885	10	10	10	0	0	0	0	107	4575	1694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	4.0
Lane Util. Factor		0.95		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		1.00		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3532		1770	1863						6399	1563
Flt Permitted		1.00		0.95	1.00						1.00	1.00
Satd. Flow (perm)		3532		1770	1863						6399	1563
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	885	10	10	10	0	0	0	0	107	4575	1694
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	118
Lane Group Flow (vph)	0	894	0	10	10	0	0	0	0	0	4682	1576
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5						5
Turn Type				Split						Perm		custom
Protected Phases		4		8	8						2	4
Permitted Phases										2		2
Actuated Green, G (s)		30.0		2.9	2.9						55.1	85.1
Effective Green, g (s)		30.0		2.9	2.9						55.1	85.1
Actuated g/C Ratio		0.30		0.03	0.03						0.55	0.85
Clearance Time (s)		4.0		4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1060		51	54						3526	1393
v/s Ratio Prot		0.25		c0.01	0.01							c0.34
v/s Ratio Perm											0.73	0.67
v/c Ratio		0.84		0.20	0.19						1.33	1.13
Uniform Delay, d1		32.8		47.4	47.4						22.4	7.5
Progression Factor		1.02		1.14	1.14						1.00	1.00
Incremental Delay, d2		0.6		1.9	1.7						149.6	68.6
Delay (s)		34.0		56.0	55.7						172.0	76.1
Level of Service		C		E	E						F	E
Approach Delay (s)		34.0			55.8			0.0			146.5	
Approach LOS		C			E			A			F	

Intersection Summary			
HCM Average Control Delay	132.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	118.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	908	71	0	0	10	62	10	3169	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
Lane Util. Factor	0.97	1.00			0.95	0.95	1.00	0.86				
Frpb, ped/bikes	1.00	1.00			0.98	1.00	1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.99	1.00				
Frt	1.00	1.00			0.89	0.85	1.00	1.00				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	3433	1863			1538	1504	1749	6404				
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	3433	1863			1538	1504	1749	6404				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	908	71	0	0	10	62	10	3169	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	32	0	0	0	0	0	0
Lane Group Flow (vph)	908	71	0	0	12	3	10	3179	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split					Prot	Perm					
Protected Phases	4	4			8	8		2				
Permitted Phases							2					
Actuated Green, G (s)	24.0	24.0			8.0	8.0	56.0	56.0				
Effective Green, g (s)	24.0	24.0			8.0	8.0	56.0	56.0				
Actuated g/C Ratio	0.24	0.24			0.08	0.08	0.56	0.56				
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	824	447			123	120	979	3586				
v/s Ratio Prot	c0.26	0.04			c0.01	0.00		c0.50				
v/s Ratio Perm							0.01					
v/c Ratio	1.10	0.16			0.10	0.02	0.01	0.89				
Uniform Delay, d1	38.0	30.0			42.7	42.4	9.7	19.2				
Progression Factor	0.41	0.25			1.00	1.00	1.11	0.98				
Incremental Delay, d2	54.4	0.1			0.4	0.1	0.0	1.6				
Delay (s)	69.9	7.5			43.0	42.5	10.9	20.5				
Level of Service	E	A			D	D	B	C				
Approach Delay (s)		65.4			42.8			20.5			0.0	
Approach LOS		E			D			C			A	

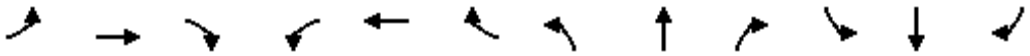
Intersection Summary			
HCM Average Control Delay	31.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	118.0%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	209	0	0	0	615	3085
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5
Lane Util. Factor	1.00					0.86
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	0.98					0.99
Frt	1.00					1.00
Flt Protected	0.95					0.99
Satd. Flow (prot)	1732					6302
Flt Permitted	0.95					0.99
Satd. Flow (perm)	1732					6302
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	209	0	0	0	615	3085
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	209	0	0	0	0	3700
Confl. Peds. (#/hr)	15	15		15	15	
Confl. Bikes (#/hr)		5				
Turn Type					Perm	
Protected Phases						2
Permitted Phases	4				2	
Actuated Green, G (s)	16.0					60.5
Effective Green, g (s)	15.5					60.5
Actuated g/C Ratio	0.16					0.60
Clearance Time (s)	4.0					4.5
Vehicle Extension (s)	2.0					5.0
Lane Grp Cap (vph)	268					3813
v/s Ratio Prot						
v/s Ratio Perm	c0.12					0.59
v/c Ratio	0.78					0.97
Uniform Delay, d1	40.6					18.9
Progression Factor	0.91					0.30
Incremental Delay, d2	11.3					1.3
Delay (s)	48.0					6.9
Level of Service	D					A
Approach Delay (s)	48.0		0.0			6.9
Approach LOS	D		A			A

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	115.1%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



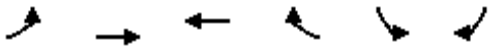
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	0	0	82	13	129	2424	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	0.99	1.00			1.00			1.00				
Frt	1.00	1.00			0.98			1.00				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1667	1760			1823			6379				
Flt Permitted	0.68	0.99			1.00			1.00				
Satd. Flow (perm)	1192	1745			1823			6379				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	10	0	0	82	13	129	2424	12	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	1	0	0	0	0
Lane Group Flow (vph)	9	11	0	0	89	0	0	2564	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)									5			
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)	20.0	20.0			20.0			71.0				
Effective Green, g (s)	20.0	20.0			20.0			71.0				
Actuated g/C Ratio	0.20	0.20			0.20			0.71				
Clearance Time (s)	4.0	4.0			4.0			5.0				
Lane Grp Cap (vph)	238	349			365			4529				
v/s Ratio Prot					c0.05							
v/s Ratio Perm	0.01	0.01						0.40				
v/c Ratio	0.04	0.03			0.24			0.57				
Uniform Delay, d1	32.2	32.2			33.6			7.0				
Progression Factor	1.33	1.34			1.00			1.00				
Incremental Delay, d2	0.1	0.0			1.6			0.5				
Delay (s)	42.9	43.2			35.2			7.5				
Level of Service	D	D			D			A				
Approach Delay (s)		43.1			35.2			7.5			0.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

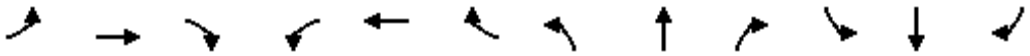
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	68	10	379	76	433	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	0.98	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1555	3428		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1555	3428		1770	3539
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	10	379	76	433	600
RTOR Reduction (vph)	0	9	14	0	0	0
Lane Group Flow (vph)	68	1	441	0	433	600
Confl. Peds. (#/hr)	5	5		5	5	
Confl. Bikes (#/hr)				5		
Turn Type		Perm			Prot	
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	10.3	10.3	36.7		41.0	81.7
Effective Green, g (s)	10.3	10.3	36.7		41.0	81.7
Actuated g/C Ratio	0.10	0.10	0.37		0.41	0.82
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	182	160	1258		726	2891
v/s Ratio Prot	c0.04		c0.13		c0.24	0.17
v/s Ratio Perm		0.00				
v/c Ratio	0.37	0.01	0.35		0.60	0.21
Uniform Delay, d1	41.8	40.3	23.0		23.0	2.0
Progression Factor	0.95	0.82	1.00		0.82	0.70
Incremental Delay, d2	1.3	0.0	0.8		1.0	0.1
Delay (s)	40.9	33.0	23.8		19.8	1.5
Level of Service	D	C	C		B	A
Approach Delay (s)	39.9		23.8			9.2
Approach LOS	D		C			A

Intersection Summary			
HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



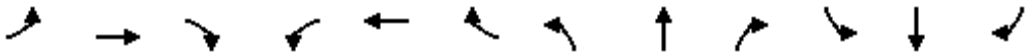
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	84	426	10	283	217	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.87		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1563		1770	1530
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1863	1563		1770	1530
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	84	426	10	283	217	67
RTOR Reduction (vph)	0	0	109	0	0	55
Lane Group Flow (vph)	84	426	184	0	217	12
Confl. Peds. (#/hr)	5			5	5	5
Confl. Bikes (#/hr)				5		
Turn Type	Prot					Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	8.8	74.4	61.6		17.6	17.6
Effective Green, g (s)	8.8	74.4	61.6		17.6	17.6
Actuated g/C Ratio	0.09	0.74	0.62		0.18	0.18
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	156	1386	963		312	269
v/s Ratio Prot	c0.05	c0.23	0.12		c0.12	
v/s Ratio Perm						0.01
v/c Ratio	0.54	0.31	0.19		0.70	0.04
Uniform Delay, d1	43.7	4.2	8.4		38.7	34.2
Progression Factor	0.75	1.12	0.53		1.00	1.00
Incremental Delay, d2	3.0	0.5	0.4		6.6	0.1
Delay (s)	35.8	5.2	4.8		45.3	34.3
Level of Service	D	A	A		D	C
Approach Delay (s)		10.3	4.8		42.7	
Approach LOS		B	A		D	

Intersection Summary			
HCM Average Control Delay	17.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	389	242	10	151	158	132	642	10	199	597	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.92		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1734	1711		1770	1662		1770	1857		1770	1856	
Flt Permitted	0.43	1.00		0.11	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	788	1711		202	1662		1770	1857		1770	1856	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	13	389	242	10	151	158	132	642	10	199	597	10
RTOR Reduction (vph)	0	22	0	0	37	0	0	1	0	0	1	0
Lane Group Flow (vph)	13	609	0	10	272	0	132	651	0	199	606	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	36.9	36.9		36.9	36.9		10.4	38.8		12.3	40.7	
Effective Green, g (s)	36.9	36.9		36.9	36.9		10.4	38.8		12.3	40.7	
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.10	0.39		0.12	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	291	631		75	613		184	721		218	755	
v/s Ratio Prot		c0.36			0.16		0.07	c0.35		c0.11	0.33	
v/s Ratio Perm	0.02			0.05								
v/c Ratio	0.04	0.96		0.13	0.44		0.72	0.90		0.91	0.80	
Uniform Delay, d1	20.2	30.9		20.9	23.8		43.4	28.8		43.3	26.1	
Progression Factor	0.92	0.64		1.19	1.37		1.00	1.00		1.26	0.31	
Incremental Delay, d2	0.1	26.4		0.7	0.4		12.5	16.8		5.8	0.9	
Delay (s)	18.6	46.2		25.6	33.1		55.9	45.7		60.5	8.9	
Level of Service	B	D		C	C		E	D		E	A	
Approach Delay (s)		45.6			32.9			47.4			21.7	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM Average Control Delay	37.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



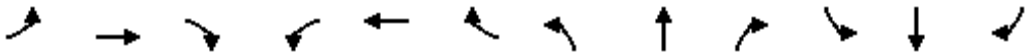
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	404	165	13	191	171	118	351	10	128	441	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.96		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.97	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.93		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1720	1751		1770	1655		1770	1850		1770	1853	
Flt Permitted	0.36	1.00		0.13	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	657	1751		246	1655		1770	1850		1770	1853	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	404	165	13	191	171	118	351	10	128	441	10
RTOR Reduction (vph)	0	16	0	0	36	0	0	1	0	0	1	0
Lane Group Flow (vph)	19	553	0	13	326	0	118	360	0	128	450	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	36.1	36.1		36.1	36.1		10.5	28.9		23.0	41.4	
Effective Green, g (s)	36.1	36.1		36.1	36.1		10.5	28.9		23.0	41.4	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.10	0.29		0.23	0.41	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	237	632		89	597		186	535		407	767	
v/s Ratio Prot		c0.32			0.20		0.07	c0.19		0.07	c0.24	
v/s Ratio Perm	0.03			0.05								
v/c Ratio	0.08	0.88		0.15	0.55		0.63	0.67		0.31	0.59	
Uniform Delay, d1	21.0	29.8		21.6	25.4		42.9	31.4		32.0	22.7	
Progression Factor	0.27	0.40		1.00	1.00		1.00	1.00		0.45	0.28	
Incremental Delay, d2	0.0	4.8		0.8	1.0		6.9	6.6		0.3	2.0	
Delay (s)	5.8	16.7		22.3	26.5		49.8	38.0		14.6	8.3	
Level of Service	A	B		C	C		D	D		B	A	
Approach Delay (s)		16.3			26.3			40.9			9.7	
Approach LOS		B			C			D			A	

Intersection Summary			
HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	181	201	263	106	201	55	166	1035	20	123	719	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	0.97		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1659		1770	1784		1770	3523		1770	3405	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1659		1770	1784		1770	3523		1770	3405	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	181	201	263	106	201	55	166	1035	20	123	719	134
RTOR Reduction (vph)	0	48	0	0	11	0	0	1	0	0	15	0
Lane Group Flow (vph)	181	416	0	106	245	0	166	1054	0	123	838	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	14.9	26.9		7.0	19.0		10.9	31.0		8.0	28.1	
Effective Green, g (s)	14.9	26.9		7.0	19.0		10.9	31.0		8.0	28.1	
Actuated g/C Ratio	0.15	0.27		0.07	0.19		0.11	0.31		0.08	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	264	446		124	339		193	1092		142	957	
v/s Ratio Prot	0.10	c0.25		0.06	c0.14		0.09	c0.30		0.07	c0.25	
v/s Ratio Perm												
v/c Ratio	0.69	0.93		0.85	0.72		0.86	0.96		0.87	0.88	
Uniform Delay, d1	40.3	35.7		46.0	38.0		43.8	34.0		45.5	34.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.66	0.56	
Incremental Delay, d2	7.2	26.7		40.2	7.5		30.1	20.0		5.3	1.2	
Delay (s)	47.5	62.4		86.2	45.5		73.9	54.0		35.2	20.3	
Level of Service	D	E		F	D		E	D		D	C	
Approach Delay (s)		58.2			57.4			56.7			22.2	
Approach LOS		E			E			E			C	

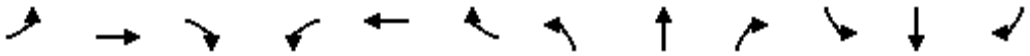
Intersection Summary			
HCM Average Control Delay	46.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	23.1
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



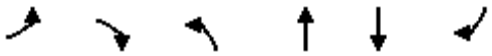
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	244	35	64	292	10	16	387	14	26	302	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	0.98	1.00		0.98	1.00		0.98	1.00		0.98	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1733	1814		1731	1850		1732	1849		1737	1827	
Flt Permitted	0.44	1.00		0.47	1.00		0.54	1.00		0.48	1.00	
Satd. Flow (perm)	796	1814		864	1850		987	1849		886	1827	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	17	244	35	64	292	10	16	387	14	26	302	31
RTOR Reduction (vph)	0	12	0	0	3	0	0	2	0	0	6	0
Lane Group Flow (vph)	17	267	0	64	299	0	16	399	0	26	327	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.7	13.7		13.7	13.7		28.3	28.3		28.3	28.3	
Effective Green, g (s)	13.7	13.7		13.7	13.7		28.3	28.3		28.3	28.3	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.57	0.57		0.57	0.57	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	218	497		237	507		559	1047		501	1034	
v/s Ratio Prot		0.15			c0.16			c0.22			0.18	
v/s Ratio Perm	0.02			0.07			0.02			0.03		
v/c Ratio	0.08	0.54		0.27	0.59		0.03	0.38		0.05	0.32	
Uniform Delay, d1	13.5	15.4		14.2	15.7		4.8	6.0		4.9	5.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.69	1.16	
Incremental Delay, d2	0.2	1.1		0.6	1.8		0.1	1.1		0.2	0.7	
Delay (s)	13.6	16.6		14.8	17.5		4.9	7.1		3.5	7.3	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		16.4			17.0			7.0			7.1	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	257	19	155	256	10	10	22	49	34	29	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.97		1.00	0.96	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		0.98	1.00		0.98	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.90		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1744	1838		1744	1849		1739	1612		1736	1583	
Flt Permitted	0.60	1.00		0.59	1.00		0.74	1.00		0.74	1.00	
Satd. Flow (perm)	1093	1838		1083	1849		1356	1612		1354	1583	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	257	19	155	256	10	10	22	49	34	29	98
RTOR Reduction (vph)	0	4	0	0	2	0	0	40	0	0	80	0
Lane Group Flow (vph)	10	272	0	155	264	0	10	31	0	34	47	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	16.7	16.7		16.7	16.7		5.4	5.4		5.4	5.4	
Effective Green, g (s)	16.7	16.7		16.7	16.7		5.4	5.4		5.4	5.4	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.18	0.18		0.18	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	606	1020		601	1026		243	289		243	284	
v/s Ratio Prot		c0.15			0.14			0.02			c0.03	
v/s Ratio Perm	0.01			0.14			0.01			0.03		
v/c Ratio	0.02	0.27		0.26	0.26		0.04	0.11		0.14	0.16	
Uniform Delay, d1	3.0	3.5		3.5	3.5		10.2	10.3		10.4	10.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	0.1		0.2	0.1		0.1	0.2		0.3	0.3	
Delay (s)	3.0	3.6		3.7	3.6		10.3	10.5		10.7	10.7	
Level of Service	A	A		A	A		B	B		B	B	
Approach Delay (s)		3.6			3.6			10.5			10.7	
Approach LOS		A			A			B			B	

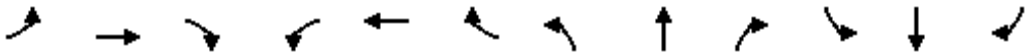
Intersection Summary			
HCM Average Control Delay	5.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	30.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	382	0	0	3130	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	
Lane Util. Factor		1.00			0.86	
Frpb, ped/bikes		0.97			1.00	
Flpb, ped/bikes		1.00			1.00	
Frt		0.86			0.99	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		1558			6325	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		1558			6325	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	382	0	0	3130	195
RTOR Reduction (vph)	0	81	0	0	9	0
Lane Group Flow (vph)	0	301	0	0	3316	0
Confl. Peds. (#/hr)	15	15	15			15
Confl. Bikes (#/hr)						5
Turn Type		custom				
Protected Phases					2	
Permitted Phases		4				
Actuated Green, G (s)		22.3			57.0	
Effective Green, g (s)		22.3			57.0	
Actuated g/C Ratio		0.22			0.57	
Clearance Time (s)		4.0			4.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		347			3605	
v/s Ratio Prot					c0.52	
v/s Ratio Perm		c0.19				
v/c Ratio		0.87			0.92	
Uniform Delay, d1		37.4			19.4	
Progression Factor		1.00			1.00	
Incremental Delay, d2		19.8			5.0	
Delay (s)		57.3			24.5	
Level of Service		E			C	
Approach Delay (s)	57.3			0.0	24.5	
Approach LOS	E			A	C	

Intersection Summary			
HCM Average Control Delay	27.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		
Description: 10% of time for LRT			

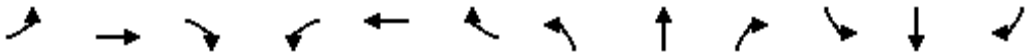
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	0	0	0	0	18	24	2584	56	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	26	0	0	0	0	18	24	2584	56	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								506				
pX, platoon unblocked	0.72	0.72		0.72	0.72	0.72				0.72		
vC, conflicting volume	712	2688	0	2660	2660	674	0			2640		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1420	0	1381	1381	0	0			1353		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	100	100	100	98	99			100		
cM capacity (veh/h)	714	96	1084	74	102	784	1622			365		

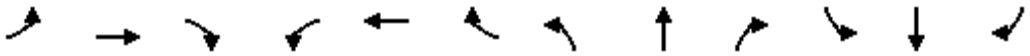
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4
Volume Total	26	18	455	861	861	487
Volume Left	26	0	24	0	0	0
Volume Right	0	18	0	0	0	56
cSH	714	784	1622	1700	1700	1700
Volume to Capacity	0.04	0.02	0.01	0.51	0.51	0.29
Queue Length 95th (ft)	3	2	1	0	0	0
Control Delay (s)	10.2	9.7	0.5	0.0	0.0	0.0
Lane LOS	B	A	A			
Approach Delay (s)	10.2	9.7	0.1			
Approach LOS	B	A				

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	55.4%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	401	318	10	359	10	363	178	10	10	380	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.97		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.98	1.00		1.00	1.00		1.00	1.00		0.97	1.00	
Frt	1.00	0.93		1.00	1.00		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1742	1695		1770	1852		1770	1842		1724	1853	
Flt Permitted	0.40	1.00		0.12	1.00		0.95	1.00		0.64	1.00	
Satd. Flow (perm)	733	1695		233	1852		1770	1842		1160	1853	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	401	318	10	359	10	363	178	10	10	380	10
RTOR Reduction (vph)	0	35	0	0	1	0	0	3	0	0	2	0
Lane Group Flow (vph)	10	684	0	10	368	0	363	186	0	10	388	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)	32.0	32.0		32.0	32.0		17.0	40.0		19.0	19.0	
Effective Green, g (s)	32.0	32.0		32.0	32.0		17.0	40.0		19.0	19.0	
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.21	0.50		0.24	0.24	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	293	678		93	741		376	921		276	440	
v/s Ratio Prot		c0.40			0.20		c0.21	0.10			c0.21	
v/s Ratio Perm	0.01			0.04						0.01		
v/c Ratio	0.03	1.01		0.11	0.50		0.97	0.20		0.04	0.88	
Uniform Delay, d1	14.6	24.0		15.0	18.0		31.2	11.1		23.5	29.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	36.6		0.5	0.5		37.0	0.5		0.2	21.8	
Delay (s)	14.6	60.6		15.6	18.5		68.2	11.6		23.7	51.2	
Level of Service	B	E		B	B		E	B		C	D	
Approach Delay (s)		60.0			18.4			48.9			50.6	
Approach LOS		E			B			D			D	

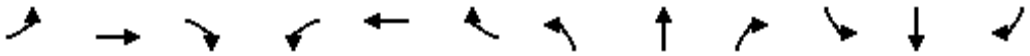
Intersection Summary			
HCM Average Control Delay	47.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	359	46	190	215	350	10	778	22	186	622	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.91		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1823		1770	1654		1746	1852		1770	3387	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1823		1770	1654		1746	1852		1770	3387	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	84	359	46	190	215	350	10	778	22	186	622	157
RTOR Reduction (vph)	0	5	0	0	58	0	0	1	0	0	21	0
Lane Group Flow (vph)	84	400	0	190	507	0	10	799	0	186	758	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.0	21.0		9.0	26.0		0.8	36.0		8.0	43.2	
Effective Green, g (s)	4.0	21.0		9.0	26.0		0.8	36.0		8.0	43.2	
Actuated g/C Ratio	0.04	0.21		0.09	0.26		0.01	0.36		0.08	0.43	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	71	383		159	430		14	667		142	1463	
v/s Ratio Prot	0.05	0.22		c0.11	c0.31		0.01	c0.43		c0.11	0.22	
v/s Ratio Perm												
v/c Ratio	1.18	1.05		1.19	1.18		0.71	1.20		1.31	0.52	
Uniform Delay, d1	48.0	39.5		45.5	37.0		49.5	32.0		46.0	20.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	164.5	58.2		133.4	101.9		100.1	103.0		180.8	1.3	
Delay (s)	212.5	97.7		178.9	138.9		149.6	135.0		226.8	22.1	
Level of Service	F	F		F	F		F	F		F	C	
Approach Delay (s)		117.4			148.9			135.2			61.5	
Approach LOS		F			F			F			E	

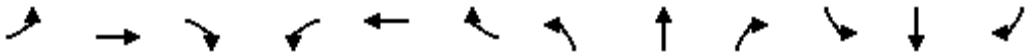
Intersection Summary			
HCM Average Control Delay	112.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	104.3%	ICU Level of Service	G
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	653	36	40	597	329	11	254	104	279	314	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.97	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.95		1.00	0.96		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1842		1770	1723		1725	1746		1770	1850	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1842		1770	1723		1725	1746		1770	1850	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	14	653	36	40	597	329	11	254	104	279	314	10
RTOR Reduction (vph)	0	2	0	0	20	0	0	14	0	0	1	0
Lane Group Flow (vph)	14	687	0	40	906	0	11	344	0	279	323	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	1.6	44.0		3.8	46.2		0.8	21.2		15.0	35.4	
Effective Green, g (s)	1.6	44.0		3.8	46.2		0.8	21.2		15.0	35.4	
Actuated g/C Ratio	0.02	0.44		0.04	0.46		0.01	0.21		0.15	0.35	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	28	810		67	796		14	370		266	655	
v/s Ratio Prot	0.01	c0.37		0.02	c0.53		0.01	c0.20		c0.16	0.17	
v/s Ratio Perm												
v/c Ratio	0.50	0.85		0.60	1.14		0.79	0.93		1.05	0.49	
Uniform Delay, d1	48.8	25.0		47.3	26.9		49.5	38.7		42.5	25.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.4	10.7		13.5	77.2		130.6	29.1		68.6	0.6	
Delay (s)	62.2	35.7		60.8	104.1		180.1	67.8		111.1	25.9	
Level of Service	E	D		E	F		F	E		F	C	
Approach Delay (s)		36.2			102.3			71.1			65.3	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM Average Control Delay	71.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	320	709	34	965	0	0	0	0	217	3282	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		0.95		1.00	1.00						0.86	
Frpb, ped/bikes		0.98		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.90		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3094		1770	1863						6376	
Flt Permitted		1.00		0.95	1.00						1.00	
Satd. Flow (perm)		3094		1770	1863						6376	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	320	709	34	965	0	0	0	0	217	3282	12
RTOR Reduction (vph)	0	90	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	939	0	34	965	0	0	0	0	0	3510	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						5
Turn Type				Prot						Perm		
Protected Phases		4		3	8						2	
Permitted Phases										2		
Actuated Green, G (s)		33.2		2.4	39.6						40.9	
Effective Green, g (s)		33.2		2.4	39.6						42.4	
Actuated g/C Ratio		0.33		0.02	0.40						0.42	
Clearance Time (s)		4.0		4.0	4.0						5.5	
Vehicle Extension (s)		3.0		3.0	3.0						5.0	
Lane Grp Cap (vph)		1027		42	738						2703	
v/s Ratio Prot		0.30		0.02	c0.52							
v/s Ratio Perm											0.55	
v/c Ratio		1.16dr		0.81	1.31						1.30	
Uniform Delay, d1		32.0		48.6	30.2						28.8	
Progression Factor		1.00		0.86	0.79						0.53	
Incremental Delay, d2		12.2		48.7	144.5						135.6	
Delay (s)		44.2		90.5	168.5						150.9	
Level of Service		D		F	F						F	
Approach Delay (s)		44.2			165.8			0.0			150.9	
Approach LOS		D			F			A			F	

Intersection Summary			
HCM Average Control Delay	133.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	110.2%	ICU Level of Service	H
Analysis Period (min)	15		

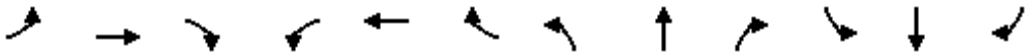
Description: 10% of time for LRT

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

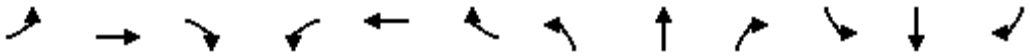
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	134	403	485	930	69	598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	0.95			0.95	1.00	
Frpb, ped/bikes	0.94			1.00	0.97	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	0.89			1.00	0.88	
Flt Protected	1.00			0.98	0.99	
Satd. Flow (prot)	2940			3480	1581	
Flt Permitted	1.00			0.98	0.99	
Satd. Flow (perm)	2940			3480	1581	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	134	403	485	930	69	598
RTOR Reduction (vph)	359	0	0	0	331	0
Lane Group Flow (vph)	178	0	0	1415	336	0
Confl. Peds. (#/hr)		15	15		15	15
Confl. Bikes (#/hr)		5				
Turn Type			Split			
Protected Phases	6		2	2	4	
Permitted Phases						
Actuated Green, G (s)	10.8			53.6	23.6	
Effective Green, g (s)	10.8			53.6	23.6	
Actuated g/C Ratio	0.11			0.54	0.24	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	318			1865	373	
v/s Ratio Prot	c0.06			c0.41	c0.21	
v/s Ratio Perm						
v/c Ratio	0.56			0.76	0.90	
Uniform Delay, d1	42.3			18.1	37.1	
Progression Factor	1.64			0.66	1.00	
Incremental Delay, d2	0.2			0.8	24.0	
Delay (s)	69.6			12.7	61.1	
Level of Service	E			B	E	
Approach Delay (s)	69.6			12.7	61.1	
Approach LOS	E			B	E	

Intersection Summary			
HCM Average Control Delay	36.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	687	10	10	914	32	19	10	10	19	10	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			0.99			0.97	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			0.99			0.97			0.87	
Flt Protected		1.00			1.00			0.98			1.00	
Satd. Flow (prot)		3518			3511			1741			1572	
Flt Permitted		1.00			1.00			0.98			1.00	
Satd. Flow (perm)		3518			3511			1741			1572	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	43	687	10	10	914	32	19	10	10	19	10	482
RTOR Reduction (vph)	0	1	0	0	2	0	0	8	0	0	381	0
Lane Group Flow (vph)	0	739	0	0	954	0	0	31	0	0	130	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						
Turn Type	Split			Split			Split			Split		
Protected Phases	6	6		2	2		8	8		4	4	
Permitted Phases												
Actuated Green, G (s)		18.0			24.0			21.0			21.0	
Effective Green, g (s)		18.0			24.0			21.0			21.0	
Actuated g/C Ratio		0.18			0.24			0.21			0.21	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		633			843			366			330	
v/s Ratio Prot		c0.21			c0.27			c0.02			c0.08	
v/s Ratio Perm												
v/c Ratio		1.17			1.13			0.08			0.39	
Uniform Delay, d1		41.0			38.0			31.8			34.0	
Progression Factor		1.15			0.61			1.00			1.00	
Incremental Delay, d2		84.7			67.1			0.5			3.5	
Delay (s)		131.8			90.1			32.2			37.5	
Level of Service		F			F			C			D	
Approach Delay (s)		131.8			90.1			32.2			37.5	
Approach LOS		F			F			C			D	

Intersection Summary			
HCM Average Control Delay	90.9	HCM Level of Service	F
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

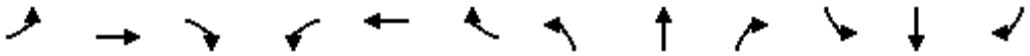


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	642	48	0	0	24	10	940	1966	46	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	0.96	0.97			1.00			1.00				
Frt	1.00	1.00			0.96			1.00				
Flt Protected	0.95	0.96			1.00			0.98				
Satd. Flow (prot)	1621	1644			1763			6258				
Flt Permitted	0.73	0.73			1.00			0.98				
Satd. Flow (perm)	1254	1254			1763			6258				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	642	48	0	0	24	10	940	1966	46	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	2	0	0	0	0
Lane Group Flow (vph)	340	350	0	0	30	0	0	2950	0	0	0	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)									5			
Turn Type	Perm						Perm					
Protected Phases		2			2			4				
Permitted Phases	2						4					
Actuated Green, G (s)	38.0	38.0			38.0			54.0				
Effective Green, g (s)	38.0	38.0			38.0			54.0				
Actuated g/C Ratio	0.38	0.38			0.38			0.54				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	477	477			670			3379				
v/s Ratio Prot					0.02							
v/s Ratio Perm	0.27	c0.28						0.47				
v/c Ratio	0.71	0.73			0.04			0.99dl				
Uniform Delay, d1	26.4	26.7			19.5			20.0				
Progression Factor	0.46	0.48			1.00			1.00				
Incremental Delay, d2	0.8	0.9			0.1			3.5				
Delay (s)	13.0	13.8			19.7			23.5				
Level of Service	B	B			B			C				
Approach Delay (s)		13.4			19.7			23.5			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.1%	ICU Level of Service	F
Analysis Period (min)	15		

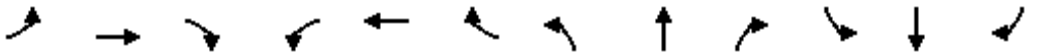
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	440	150	238	1100	10	10	173	80	10	530	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.99	1.00		0.98	1.00	
Frt	1.00	0.96		1.00	1.00		1.00	0.95		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1758		1770	3532		1753	1740		1727	1856	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	1758		1770	3532		1753	1740		1727	1856	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	440	150	238	1100	10	10	173	80	10	530	10
RTOR Reduction (vph)	0	11	0	0	0	0	0	18	0	0	1	0
Lane Group Flow (vph)	10	579	0	238	1110	0	10	235	0	10	539	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	0.8	38.6		17.7	55.5		0.8	26.9		0.8	26.9	
Effective Green, g (s)	0.8	38.6		17.7	55.5		0.8	26.9		0.8	26.9	
Actuated g/C Ratio	0.01	0.39		0.18	0.56		0.01	0.27		0.01	0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	14	679		313	1960		14	468		14	499	
v/s Ratio Prot	0.01	c0.33		c0.13	0.31		0.01	c0.13		0.01	c0.29	
v/s Ratio Perm												
v/c Ratio	0.71	0.85		0.76	0.57		0.71	0.50		0.71	1.08	
Uniform Delay, d1	49.5	28.1		39.1	14.4		49.5	30.9		49.5	36.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	100.1	10.1		10.4	0.4		100.1	3.8		100.1	63.8	
Delay (s)	149.6	38.2		49.5	14.8		149.6	34.7		149.6	100.4	
Level of Service	F	D		D	B		F	C		F	F	
Approach Delay (s)		40.1			20.9			39.1			101.3	
Approach LOS		D			C			D			F	

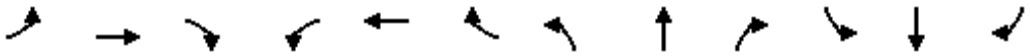
Intersection Summary			
HCM Average Control Delay	42.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	0	325	205	1013	10	312	997	0	0	503	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.85		1.00	1.00		1.00	1.00			1.00	0.94
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.85		1.00	1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1283		1770	3531		1770	1863			1863	1481
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1283		1770	3531		1770	1863			1863	1481
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	96	0	325	205	1013	10	312	997	0	0	503	166
RTOR Reduction (vph)	0	299	0	0	1	0	0	0	0	0	0	118
Lane Group Flow (vph)	86	36	0	205	1022	0	312	997	0	0	503	48
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Split			Split			Prot					Perm
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)	7.9	7.9		23.1	23.1		14.0	47.0			29.0	29.0
Effective Green, g (s)	7.9	7.9		23.1	23.1		14.0	47.0			29.0	29.0
Actuated g/C Ratio	0.08	0.08		0.23	0.23		0.14	0.47			0.29	0.29
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	133	101		409	816		248	876			540	429
v/s Ratio Prot	c0.05	0.03		0.12	c0.29		0.18	c0.54			0.27	
v/s Ratio Perm												0.03
v/c Ratio	0.65	0.35		0.50	1.25		1.26	1.14			0.93	0.11
Uniform Delay, d1	44.7	43.6		33.4	38.5		43.0	26.5			34.5	26.1
Progression Factor	1.00	1.00		1.00	1.00		0.70	0.51			1.00	1.00
Incremental Delay, d2	10.3	2.1		1.0	123.8		128.1	67.9			25.0	0.5
Delay (s)	55.0	45.8		34.4	162.2		158.3	81.6			59.6	26.6
Level of Service	E	D		C	F		F	F			E	C
Approach Delay (s)		47.6			140.9			99.9			51.4	
Approach LOS		D			F			F			D	

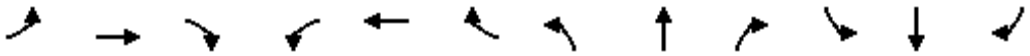
Intersection Summary			
HCM Average Control Delay	98.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	105.9%	ICU Level of Service	G
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	240	703	10	386	462	0	0	865	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					0.95		1.00	1.00			1.00	
Frpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					0.99		1.00	1.00			1.00	
Frt					1.00		1.00	1.00			1.00	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					3452		1770	1863			1854	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					3452		1770	1863			1854	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	240	703	10	386	462	0	0	865	24
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	952	0	386	462	0	0	888	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)						5			5			5
Turn Type				Perm			Prot					
Protected Phases					2		3	8			4	
Permitted Phases				2								
Actuated Green, G (s)					25.0		20.0	67.0			43.0	
Effective Green, g (s)					25.0		20.0	67.0			43.0	
Actuated g/C Ratio					0.25		0.20	0.67			0.43	
Clearance Time (s)					4.0		4.0	4.0			4.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					863		354	1248			797	
v/s Ratio Prot							c0.22	0.25			c0.48	
v/s Ratio Perm					0.28							
v/c Ratio					1.10		1.09	0.37			1.11	
Uniform Delay, d1					37.5		40.0	7.2			28.5	
Progression Factor					1.00		1.20	0.90			1.00	
Incremental Delay, d2					63.0		59.1	0.4			68.0	
Delay (s)					100.5		107.3	6.9			96.5	
Level of Service					F		F	A			F	
Approach Delay (s)		0.0			100.5			52.6			96.5	
Approach LOS		A			F			D			F	

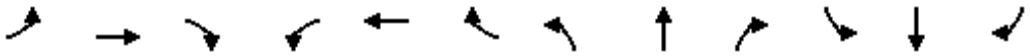
Intersection Summary			
HCM Average Control Delay	84.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	108.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	59	25	206	97	48	129	693	10	262	730	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			1.00			0.99	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.98			0.98			1.00			0.99	
Flt Protected		0.97			0.97			0.99			0.99	
Satd. Flow (prot)		1751			1735			1842			1800	
Flt Permitted		0.70			0.71			0.72			0.65	
Satd. Flow (perm)		1265			1260			1328			1181	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	107	59	25	206	97	48	129	693	10	262	730	113
RTOR Reduction (vph)	0	5	0	0	5	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	186	0	0	346	0	0	832	0	0	1101	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.0			22.0			70.0			70.0	
Effective Green, g (s)		22.0			22.0			70.0			70.0	
Actuated g/C Ratio		0.22			0.22			0.70			0.70	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Lane Grp Cap (vph)		278			277			930			827	
v/s Ratio Prot												
v/s Ratio Perm		0.15			c0.27			0.63			c0.93	
v/c Ratio		0.67			1.25			0.89			1.33	
Uniform Delay, d1		35.7			39.0			12.0			15.0	
Progression Factor		1.00			1.00			1.00			1.05	
Incremental Delay, d2		12.0			137.8			12.9			149.8	
Delay (s)		47.7			176.8			24.9			165.5	
Level of Service		D			F			C			F	
Approach Delay (s)		47.7			176.8			24.9			165.5	
Approach LOS		D			F			C			F	

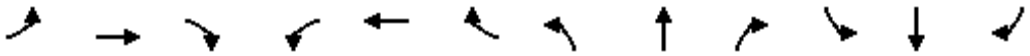
Intersection Summary			
HCM Average Control Delay	110.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	125.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	46	222	34	23	0	0	0	0	304	3048	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5						5.5	
Lane Util. Factor		1.00			1.00						0.86	
Frpb, ped/bikes		0.97			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.89			1.00						0.99	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1604			1797						6268	
Flt Permitted		1.00			0.67						1.00	
Satd. Flow (perm)		1604			1243						6268	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	46	222	34	23	0	0	0	0	304	3048	239
RTOR Reduction (vph)	0	115	0	0	0	0	0	0	0	0	12	0
Lane Group Flow (vph)	0	153	0	0	57	0	0	0	0	0	3579	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						5
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		20.3			20.3						50.7	
Effective Green, g (s)		20.3			20.3						50.7	
Actuated g/C Ratio		0.23			0.23						0.56	
Clearance Time (s)		3.5			3.5						5.5	
Lane Grp Cap (vph)		362			280						3531	
v/s Ratio Prot		c0.10										
v/s Ratio Perm					0.05						0.57	
v/c Ratio		0.42			0.20						1.01	
Uniform Delay, d1		29.8			28.3						19.6	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		3.6			1.6						18.6	
Delay (s)		33.4			29.9						38.3	
Level of Service		C			C						D	
Approach Delay (s)		33.4			29.9			0.0			38.3	
Approach LOS		C			C			A			D	

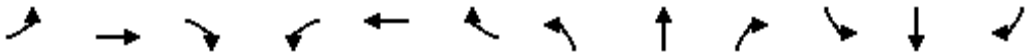
Intersection Summary			
HCM Average Control Delay	37.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	50	236	50	34	26	12	34	645	46	33	753	82
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	50	236	50	34	26	12	34	645	46	33	753	82

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	336	72	725	868
Volume Left (vph)	50	34	34	33
Volume Right (vph)	50	12	46	82
Hadj (s)	-0.03	0.03	0.01	-0.02
Departure Headway (s)	7.4	8.8	6.7	6.7
Degree Utilization, x	0.69	0.18	1.36	1.62
Capacity (veh/h)	475	384	547	542
Control Delay (s)	25.4	13.7	192.3	304.5
Approach Delay (s)	25.4	13.7	192.3	304.5
Approach LOS	D	B	F	F

Intersection Summary			
Delay	206.6		
HCM Level of Service	F		
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	130	0	0	21	80	26	2868	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1770	1863			1863	1558		6399				
Flt Permitted	0.74	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1385	1863			1863	1558		6399				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	130	0	0	21	80	26	2868	11	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	10	130	0	0	21	80	0	2904	0	0	0	0
Confl. Peds. (#/hr)			15	15			15		15	15		15
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Perm					Perm	Perm					
Protected Phases		2			2			4				
Permitted Phases	2					2	4					
Actuated Green, G (s)	12.0	12.0			12.0	12.0		20.0				
Effective Green, g (s)	12.0	12.0			12.0	12.0		20.0				
Actuated g/C Ratio	0.30	0.30			0.30	0.30		0.50				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Grp Cap (vph)	416	559			559	467		3200				
v/s Ratio Prot		c0.07			0.01							
v/s Ratio Perm	0.01					0.05		0.45				
v/c Ratio	0.02	0.23			0.04	0.17		0.91				
Uniform Delay, d1	9.9	10.5			9.9	10.3		9.2				
Progression Factor	1.00	1.00			1.00	1.00		0.35				
Incremental Delay, d2	0.1	1.0			0.1	0.8		3.1				
Delay (s)	10.0	11.5			10.0	11.1		6.3				
Level of Service	A	B			B	B		A				
Approach Delay (s)		11.4			10.9			6.3			0.0	
Approach LOS		B			B			A			A	

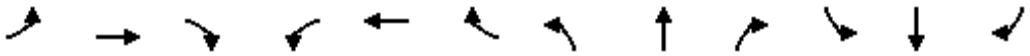
Intersection Summary			
HCM Average Control Delay	6.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	0	1	93	17	499	15	809	15	378	587	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frpb, ped/bikes		0.97		1.00	0.96			1.00	0.93		1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.93		1.00	0.85			1.00	0.85		0.99	
Flt Protected		0.98		0.95	1.00			1.00	1.00		0.98	
Satd. Flow (prot)		1643		1770	1536			1861	1480		1805	
Flt Permitted		0.98		0.95	1.00			1.00	1.00		0.98	
Satd. Flow (perm)		1643		1770	1536			1861	1480		1805	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	0	1	93	17	499	15	809	15	378	587	68
RTOR Reduction (vph)	0	1	0	0	443	0	0	0	6	0	2	0
Lane Group Flow (vph)	0	1	0	93	73	0	0	824	9	0	1031	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)									5			5
Turn Type	Split			Split			Split		Perm	Split		
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)		3.3		11.2	11.2			42.5	42.5		27.0	
Effective Green, g (s)		3.3		11.2	11.2			42.5	42.5		27.0	
Actuated g/C Ratio		0.03		0.11	0.11			0.42	0.42		0.27	
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		54		198	172			791	629		487	
v/s Ratio Prot		c0.00		c0.05	0.05			c0.44			c0.57	
v/s Ratio Perm									0.01			
v/c Ratio		0.02		0.47	0.42			1.04	0.01		2.12	
Uniform Delay, d1		46.8		41.6	41.4			28.8	16.6		36.5	
Progression Factor		1.00		1.00	1.00			1.46	1.62		0.78	
Incremental Delay, d2		0.1		1.8	1.7			37.8	0.0		506.3	
Delay (s)		46.9		43.4	43.1			79.9	27.0		534.8	
Level of Service		D		D	D			E	C		F	
Approach Delay (s)		46.9			43.1			78.9			534.8	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM Average Control Delay	259.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	142.7%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

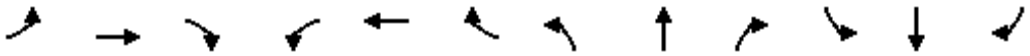
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	103	59	117	223	20	58	400	29	44	538	59
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	103	59	117	223	20	58	400	29	44	538	59

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	172	360	487	641
Volume Left (vph)	10	117	58	44
Volume Right (vph)	59	20	29	59
Hadj (s)	-0.16	0.07	0.02	-0.01
Departure Headway (s)	8.9	8.1	7.7	7.6
Degree Utilization, x	0.43	0.81	1.04	1.36
Capacity (veh/h)	379	436	474	481
Control Delay (s)	18.4	38.2	79.5	197.8
Approach Delay (s)	18.4	38.2	79.5	197.8
Approach LOS	C	E	F	F

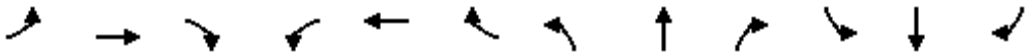
Intersection Summary			
Delay	109.9		
HCM Level of Service	F		
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	314	122	10	173	14	10	717	16	275	639	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5			3.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.99			1.00			1.00	
Flt Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		1759			1832			1854			1828	
Flt Permitted		0.99			0.94			0.99			0.64	
Satd. Flow (perm)		1748			1735			1835			1186	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	314	122	10	173	14	10	717	16	275	639	10
RTOR Reduction (vph)	0	21	0	0	4	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	425	0	0	193	0	0	742	0	0	923	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		13.5			13.5			44.5			44.5	
Effective Green, g (s)		13.5			13.5			44.5			44.5	
Actuated g/C Ratio		0.21			0.21			0.68			0.68	
Clearance Time (s)		3.5			3.5			3.5			3.5	
Lane Grp Cap (vph)		363			360			1256			812	
v/s Ratio Prot												
v/s Ratio Perm		c0.24			0.11			0.40			c0.78	
v/c Ratio		1.17			0.54			0.59			1.14	
Uniform Delay, d1		25.8			23.0			5.4			10.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		102.8			5.6			2.0			76.5	
Delay (s)		128.5			28.6			7.5			86.8	
Level of Service		F			C			A			F	
Approach Delay (s)		128.5			28.6			7.5			86.8	
Approach LOS		F			C			A			F	

Intersection Summary			
HCM Average Control Delay	64.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	126.5%	ICU Level of Service	H
Analysis Period (min)	15		

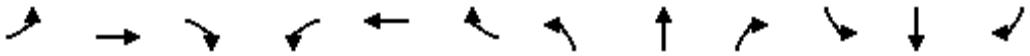
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	0	10	306	693	182	10	560	0	0	474	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00		0.91	0.91		1.00	1.00			1.00	
Frpb, ped/bikes		0.99		1.00	0.98		1.00	1.00			0.98	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00			1.00	
Frt		0.99		1.00	0.97		1.00	1.00			0.96	
Flt Protected		0.96		0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1743		1610	3220		1770	1863			1756	
Flt Permitted		0.96		0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)		1743		1610	3220		1770	1863			1756	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	97	0	10	306	693	182	10	560	0	0	474	207
RTOR Reduction (vph)	0	4	0	0	21	0	0	0	0	0	16	0
Lane Group Flow (vph)	0	103	0	275	885	0	10	560	0	0	665	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Split			Split			Prot					
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)		18.0		26.0	26.0		4.0	44.0			36.0	
Effective Green, g (s)		18.0		26.0	26.0		4.0	44.0			36.0	
Actuated g/C Ratio		0.18		0.26	0.26		0.04	0.44			0.36	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lane Grp Cap (vph)		314		419	837		71	820			632	
v/s Ratio Prot		c0.06		0.17	c0.27		0.01	c0.30			c0.38	
v/s Ratio Perm												
v/c Ratio		0.33		0.66	1.06		0.14	0.68			1.05	
Uniform Delay, d1		35.7		33.0	37.0		46.3	22.4			32.0	
Progression Factor		1.00		1.00	1.00		1.02	0.41			0.61	
Incremental Delay, d2		2.8		7.8	47.5		3.1	3.5			27.9	
Delay (s)		38.5		40.8	84.5		50.3	12.6			47.3	
Level of Service		D		D	F		D	B			D	
Approach Delay (s)		38.5			74.3			13.3			47.3	
Approach LOS		D			E			B			D	

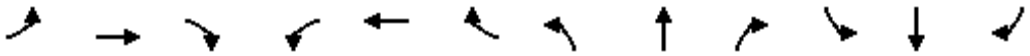
Intersection Summary			
HCM Average Control Delay	51.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	27	877	0	0	0	0	0	1576	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5						3.5	
Lane Util. Factor					0.91						0.91	
Frpb, ped/bikes					1.00						1.00	
Flpb, ped/bikes					1.00						1.00	
Frt					1.00						0.98	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5076						4968	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5076						4968	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	27	877	0	0	0	0	0	1576	232
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	0	0	33	0
Lane Group Flow (vph)	0	0	0	0	899	0	0	0	0	0	1775	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)						5						5
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)					19.0						28.0	
Effective Green, g (s)					19.0						28.0	
Actuated g/C Ratio					0.32						0.47	
Clearance Time (s)					3.5						3.5	
Lane Grp Cap (vph)					1607						2318	
v/s Ratio Prot											c0.36	
v/s Ratio Perm					0.18							
v/c Ratio					0.56						0.77	
Uniform Delay, d1					17.0						13.3	
Progression Factor					1.00						1.00	
Incremental Delay, d2					1.4						2.5	
Delay (s)					18.4						15.8	
Level of Service					B						B	
Approach Delay (s)		0.0			18.4			0.0			15.8	
Approach LOS		A			B			A			B	

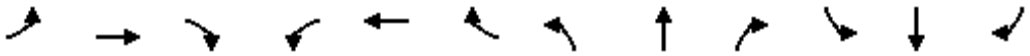
Intersection Summary			
HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	10	0	0	0	10	989	656	451	671	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.94					1.00	0.97		1.00	1.00	
Flpb, ped/bikes		0.96					1.00	1.00		1.00	1.00	
Frt		0.95					1.00	0.94		1.00	1.00	
Flt Protected		0.98					0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1583					1770	1690		1770	1855	
Flt Permitted		0.98					0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1583					1770	1690		1770	1855	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	10	10	0	0	0	10	989	656	451	671	10
RTOR Reduction (vph)	0	9	0	0	0	0	0	25	0	0	0	0
Lane Group Flow (vph)	0	21	0	0	0	0	10	1620	0	451	681	0
Confl. Peds. (#/hr)	45		45	45		45	45		45	45		45
Confl. Bikes (#/hr)			5						5			5
Turn Type	Perm						Prot			Prot		
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Actuated Green, G (s)		6.6					4.0	51.4		30.0	77.4	
Effective Green, g (s)		6.6					4.0	51.4		30.0	77.4	
Actuated g/C Ratio		0.07					0.04	0.51		0.30	0.77	
Clearance Time (s)		4.0					4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0					3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		104					71	869		531	1436	
v/s Ratio Prot							0.01	c0.96		c0.25	0.37	
v/s Ratio Perm		0.01										
v/c Ratio		0.20					0.14	1.86		0.85	0.47	
Uniform Delay, d1		44.2					46.3	24.3		32.9	4.0	
Progression Factor		1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9					4.1	393.4		15.5	1.1	
Delay (s)		45.1					50.5	417.7		48.4	5.2	
Level of Service		D					D	F		D	A	
Approach Delay (s)		45.1			0.0			415.5			22.4	
Approach LOS		D			A			F			C	

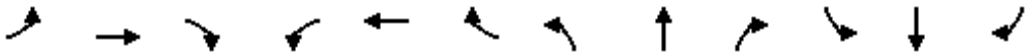
Intersection Summary			
HCM Average Control Delay	253.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	142.3%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	535	145	0	0	0	0	563	643	348	275	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
Lane Util. Factor	1.00	0.95						0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	0.99						0.99	0.93	1.00	1.00	
Flpb, ped/bikes	0.92	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.97						0.98	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1622	3378						1719	1398	1770	1863	
Flt Permitted	0.95	1.00						1.00	1.00	0.27	1.00	
Satd. Flow (perm)	1622	3378						1719	1398	511	1863	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	166	535	145	0	0	0	0	563	643	348	275	0
RTOR Reduction (vph)	0	24	0	0	0	0	0	5	99	0	0	0
Lane Group Flow (vph)	166	656	0	0	0	0	0	642	460	348	275	0
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)			5						5			5
Turn Type	Perm								Perm	Perm		
Protected Phases		2						8			4	
Permitted Phases	2								8	4		
Actuated Green, G (s)	21.5	21.5						61.5	61.5	61.5	61.5	
Effective Green, g (s)	21.5	21.5						61.5	61.5	61.5	61.5	
Actuated g/C Ratio	0.22	0.22						0.62	0.62	0.62	0.62	
Clearance Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
Lane Grp Cap (vph)	349	726						1057	860	314	1146	
v/s Ratio Prot		c0.19						0.37			0.15	
v/s Ratio Perm	0.10								0.33	c0.68		
v/c Ratio	0.48	0.90						0.61	0.53	1.11	0.24	
Uniform Delay, d1	34.3	38.2						11.8	11.0	19.2	8.7	
Progression Factor	0.96	0.98						0.70	1.05	1.00	1.00	
Incremental Delay, d2	0.4	2.0						0.8	0.8	83.1	0.5	
Delay (s)	33.5	39.4						9.1	12.3	102.4	9.2	
Level of Service	C	D						A	B	F	A	
Approach Delay (s)		38.3			0.0			10.6			61.2	
Approach LOS		D			A			B			E	

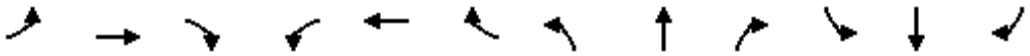
Intersection Summary			
HCM Average Control Delay	31.1	HCM Level of Service	C
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	560	1025	64	0	0	0	0	0	0	376	508	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5								3.5	3.5	
Lane Util. Factor	1.00	0.95								0.91	0.91	
Frpb, ped/bikes	1.00	0.99								1.00	1.00	
Flpb, ped/bikes	1.00	1.00								0.88	0.98	
Frt	1.00	0.99								1.00	1.00	
Flt Protected	0.95	1.00								0.95	0.99	
Satd. Flow (prot)	1770	3485								1417	3304	
Flt Permitted	0.95	1.00								0.95	0.99	
Satd. Flow (perm)	1770	3485								1417	3304	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	560	1025	64	0	0	0	0	0	0	376	508	0
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	560	1084	0	0	0	0	0	0	0	286	598	0
Confl. Peds. (#/hr)			72							72		
Turn Type	Perm									Perm		
Protected Phases		1									2	
Permitted Phases	1									2		
Actuated Green, G (s)	48.5	48.5								34.5	34.5	
Effective Green, g (s)	48.5	48.5								34.5	34.5	
Actuated g/C Ratio	0.48	0.48								0.34	0.34	
Clearance Time (s)	3.5	3.5								3.5	3.5	
Lane Grp Cap (vph)	858	1690								489	1140	
v/s Ratio Prot		0.31										
v/s Ratio Perm	c0.32									c0.20	0.18	
v/c Ratio	0.65	0.64								0.58	0.52	
Uniform Delay, d1	19.4	19.3								26.9	26.2	
Progression Factor	0.75	0.75								0.84	0.83	
Incremental Delay, d2	2.5	1.2								2.9	1.0	
Delay (s)	17.1	15.7								25.5	22.7	
Level of Service	B	B								C	C	
Approach Delay (s)		16.2			0.0			0.0			23.6	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 10% of time for LRT			

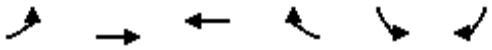
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	489	0	0	0	331	0	2000	57	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	1.00				1.00		1.00				
Frt	1.00	1.00				0.86		1.00				
Flt Protected	0.95	1.00				1.00		1.00				
Satd. Flow (prot)	3221	1692				1611		5056				
Flt Permitted	0.95	1.00				1.00		1.00				
Satd. Flow (perm)	3221	1692				1611		5056				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	167	489	0	0	0	331	0	2000	57	0	0	0
RTOR Reduction (vph)	80	2	0	0	0	19	0	8	0	0	0	0
Lane Group Flow (vph)	70	504	0	0	0	312	0	2049	0	0	0	0
Confl. Peds. (#/hr)			25	25			25		25	25		25
Confl. Bikes (#/hr)			5						5			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	4.0	16.1				8.6		16.9				
Effective Green, g (s)	4.0	16.1				8.6		16.9				
Actuated g/C Ratio	0.10	0.40				0.21		0.42				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	322	681				346		2136				
v/s Ratio Prot	0.02	c0.07				c0.19		c0.41				
v/s Ratio Perm		0.22										
v/c Ratio	0.22	0.74				0.90		0.96				
Uniform Delay, d1	16.6	10.2				15.3		11.2				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	1.5	7.1				28.9		12.0				
Delay (s)	18.1	17.3				44.2		23.2				
Level of Service	B	B				D		C				
Approach Delay (s)		17.5			44.2			23.2			0.0	
Approach LOS		B			D			C			A	

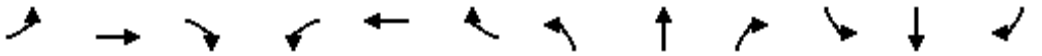
Intersection Summary			
HCM Average Control Delay	24.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	892	511	318	0	72	823
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		0.96	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.88	
Flt Protected	0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	1863	1863		1557	
Flt Permitted	0.95	1.00	1.00		1.00	
Satd. Flow (perm)	1770	1863	1863		1557	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	892	511	318	0	72	823
RTOR Reduction (vph)	0	0	0	0	684	0
Lane Group Flow (vph)	892	511	318	0	211	0
Confl. Peds. (#/hr)	5			5	5	5
Confl. Bikes (#/hr)				5		5
Turn Type	Prot					
Protected Phases	7	4	8		1	
Permitted Phases						
Actuated Green, G (s)	25.2	17.7	8.0		9.3	
Effective Green, g (s)	25.2	17.7	8.0		9.3	
Actuated g/C Ratio	0.46	0.32	0.15		0.17	
Clearance Time (s)	4.5	4.0	4.0		4.0	
Vehicle Extension (s)	2.5	4.5	4.5		3.0	
Lane Grp Cap (vph)	811	600	271		263	
v/s Ratio Prot	c0.50	0.27	c0.17		c0.14	
v/s Ratio Perm						
v/c Ratio	1.10	0.85	1.17		0.80	
Uniform Delay, d1	14.9	17.4	23.5		22.0	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	62.5	12.0	109.9		16.1	
Delay (s)	77.4	29.4	133.4		38.0	
Level of Service	E	C	F		D	
Approach Delay (s)		59.9	133.4		38.0	
Approach LOS		E	F		D	

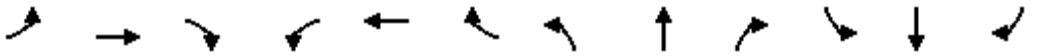
Intersection Summary			
HCM Average Control Delay	61.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	131.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1489	89	125	1614	0	0	0	696
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6177		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6177		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1489	89	125	1614	0	0	0	696
RTOR Reduction (vph)	0	0	0	0	5	0	8	0	0	0	0	215
Lane Group Flow (vph)	0	0	0	0	1574	0	117	1614	0	0	0	481
Confl. Peds. (#/hr)	45		45	45		45			45	45		
Confl. Bikes (#/hr)						5			5			
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					20.0		8.0	27.0				15.0
Effective Green, g (s)					20.0		8.0	27.0				15.0
Actuated g/C Ratio					0.36		0.14	0.48				0.27
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					2206		490	1621				747
v/s Ratio Prot					c0.25		0.03	c0.48				0.17
v/s Ratio Perm												
v/c Ratio					0.71		0.24	1.00				0.64
Uniform Delay, d1					15.5		21.3	14.4				18.1
Progression Factor					1.00		1.00	1.00				1.00
Incremental Delay, d2					2.0		0.1	21.2				1.9
Delay (s)					17.5		21.4	35.6				20.0
Level of Service					B		C	D				C
Approach Delay (s)		0.0			17.5			34.6			20.0	
Approach LOS		A			B			C			C	

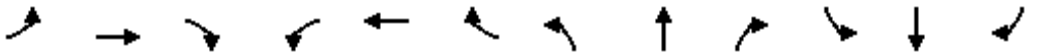
Intersection Summary			
HCM Average Control Delay	25.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	56.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	123.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	61	1285	297	278	972	0	0	404	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.91		0.91	0.91			0.95	0.95
Frpb, ped/bikes					0.98		1.00	1.00			1.00	1.00
Flpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Frt					0.97		1.00	1.00			1.00	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					4819		1610	3385			1764	1504
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					4819		1610	3385			1764	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	61	1285	297	278	972	0	0	404	79
RTOR Reduction (vph)	0	0	0	0	35	0	0	0	0	0	1	54
Lane Group Flow (vph)	0	0	0	0	1608	0	250	1000	0	0	411	17
Confl. Peds. (#/hr)	45		45	45		45			45	45		
Confl. Bikes (#/hr)						5			5			5
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					34.2		31.2	31.2			24.1	24.1
Effective Green, g (s)					34.2		31.2	31.2			24.1	24.1
Actuated g/C Ratio					0.34		0.31	0.31			0.24	0.24
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					1648		502	1056			425	362
v/s Ratio Prot							0.16	c0.30			c0.23	0.01
v/s Ratio Perm					0.33							
v/c Ratio					0.98		0.50	0.95			0.97	0.05
Uniform Delay, d1					32.5		28.0	33.6			37.6	29.1
Progression Factor					0.65		0.92	0.97			0.69	0.38
Incremental Delay, d2					15.7		2.1	12.2			34.8	0.2
Delay (s)					36.8		27.9	44.8			60.8	11.4
Level of Service					D		C	D			E	B
Approach Delay (s)		0.0			36.8			41.4			53.5	
Approach LOS		A			D			D			D	

Intersection Summary			
HCM Average Control Delay	40.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	111.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

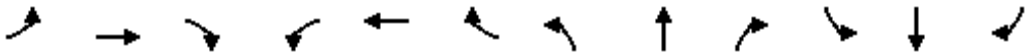


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	500	1493	0	0	0	0	0	335	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5						3.5	3.5
Lane Util. Factor				0.86	0.86						0.95	0.88
Frpb, ped/bikes				1.00	1.00						1.00	0.93
Flpb, ped/bikes				0.93	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1415	4787						3539	2583
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1415	4787						3539	2583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	500	1493	0	0	0	0	0	335	206
RTOR Reduction (vph)	0	0	0	150	3	0	0	0	0	0	0	156
Lane Group Flow (vph)	0	0	0	300	1540	0	0	0	0	0	335	50
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)						5						5
Turn Type				Perm								Perm
Protected Phases					1						2	
Permitted Phases				1								2
Actuated Green, G (s)				58.5	58.5						24.5	24.5
Effective Green, g (s)				58.5	58.5						24.5	24.5
Actuated g/C Ratio				0.58	0.58						0.24	0.24
Clearance Time (s)				3.5	3.5						3.5	3.5
Lane Grp Cap (vph)				828	2800						867	633
v/s Ratio Prot											c0.09	
v/s Ratio Perm				0.21	0.32							0.02
v/c Ratio				0.36	0.55						0.39	0.08
Uniform Delay, d1				10.9	12.7						31.5	29.1
Progression Factor				1.00	1.00						0.23	0.01
Incremental Delay, d2				1.2	0.8						1.1	0.2
Delay (s)				12.2	13.5						8.2	0.4
Level of Service				B	B						A	A
Approach Delay (s)		0.0			13.2			0.0			5.2	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			

Movement	EBL	EBT	EBR	NBR	SBL	SBT	NEL	NER	NER2
Lane Configurations									
Volume (vph)	123	1484	559	114	159	615	144	1927	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Lane Util. Factor		0.86		0.88	0.91	0.91	1.00	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	1.00	0.96	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.96		0.85	1.00	1.00	0.88	0.85	
Flt Protected		1.00		1.00	0.95	1.00	0.99	1.00	
Satd. Flow (prot)		6055		2787	1610	3386	1563	2882	
Flt Permitted		1.00		1.00	0.95	1.00	0.99	1.00	
Satd. Flow (perm)		6055		2787	1610	3386	1563	2882	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	123	1484	559	114	159	615	144	1927	252
RTOR Reduction (vph)	0	0	0	3	0	0	0	10	0
Lane Group Flow (vph)	0	2166	0	111	143	631	780	1533	0
Confl. Peds. (#/hr)	15		15				15	15	15
Confl. Bikes (#/hr)									
Turn Type	Perm			custom	Perm			Prot	
Protected Phases		2				1	3	3	
Permitted Phases	2			1	1				
Actuated Green, G (s)		49.0		23.5	23.5	23.5	66.0	66.0	
Effective Green, g (s)		49.0		23.5	23.5	23.5	66.0	66.0	
Actuated g/C Ratio		0.33		0.16	0.16	0.16	0.44	0.44	
Clearance Time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Vehicle Extension (s)		3.0		2.0	2.0	2.0	4.0	4.0	
Lane Grp Cap (vph)		1978		437	252	530	688	1268	
v/s Ratio Prot							0.50	c0.53	
v/s Ratio Perm		0.36		0.04	0.09	0.19			
v/c Ratio		1.10		0.26	0.57	1.19	1.13	1.21	
Uniform Delay, d1		50.5		55.6	58.5	63.2	42.0	42.0	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		51.5		0.1	1.7	103.4	77.4	101.6	
Delay (s)		102.0		55.7	60.3	166.6	119.4	143.6	
Level of Service		F		E	E	F	F	F	
Approach Delay (s)		102.0				147.0	135.5		
Approach LOS		F				F	F		

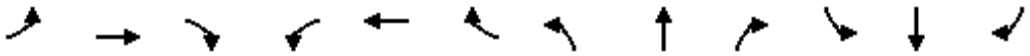
Intersection Summary			
HCM Average Control Delay	122.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	129.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1028	2537	146	0	0	0	0	856	783	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0			
Lane Util. Factor	0.81	0.76	0.81					0.91	0.91			
Frpb, ped/bikes	1.00	1.00	0.92					0.98	0.92			
Flpb, ped/bikes	1.00	1.00	1.00					1.00	1.00			
Frt	1.00	1.00	0.85					0.96	0.85			
Flt Protected	0.95	0.99	1.00					1.00	1.00			
Satd. Flow (prot)	1290	5623	1175					3201	1329			
Flt Permitted	0.95	0.99	1.00					1.00	1.00			
Satd. Flow (perm)	1290	5623	1175					3201	1329			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1028	2537	146	0	0	0	0	856	783	0	0	0
RTOR Reduction (vph)	17	18	46	0	0	0	0	1	1	0	0	0
Lane Group Flow (vph)	672	2873	85	0	0	0	0	1137	500	0	0	0
Confl. Peds. (#/hr)	45		45	45		45	45		45	45		45
Confl. Bikes (#/hr)			5						5			
Parking (#/hr)	0											
Turn Type	Split		Perm						Perm			
Protected Phases	1	1						2				
Permitted Phases			1						2			
Actuated Green, G (s)	54.0	54.0	54.0					38.0	38.0			
Effective Green, g (s)	54.0	54.0	54.0					38.0	38.0			
Actuated g/C Ratio	0.54	0.54	0.54					0.38	0.38			
Clearance Time (s)	4.0	4.0	4.0					4.0	4.0			
Vehicle Extension (s)	0.2	0.2	0.2					0.2	0.2			
Lane Grp Cap (vph)	697	3036	635					1216	505			
v/s Ratio Prot	c0.52	0.51						0.36				
v/s Ratio Perm			0.07						c0.38			
v/c Ratio	0.96	0.95	0.13					0.94	0.99			
Uniform Delay, d1	22.1	21.6	11.4					29.8	30.8			
Progression Factor	1.00	1.00	1.00					1.00	1.00			
Incremental Delay, d2	26.2	7.9	0.4					13.0	37.5			
Delay (s)	48.3	29.5	11.8					42.8	68.3			
Level of Service	D	C	B					D	E			
Approach Delay (s)		32.4			0.0			50.6			0.0	
Approach LOS		C			A			D			A	

Intersection Summary			
HCM Average Control Delay	38.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	123.3%	ICU Level of Service	H
Analysis Period (min)	15		

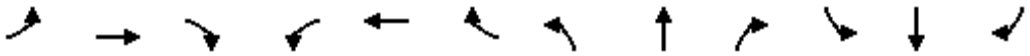
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1132	2244	0	0	0	0	0	10	10	315	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	3.5		
Lane Util. Factor	0.86	0.86						0.91	0.91	1.00		
Frpb, ped/bikes	1.00	1.00						1.00	1.00	1.00		
Flpb, ped/bikes	0.90	0.99						1.00	1.00	1.00		
Frt	1.00	1.00						0.96	0.85	1.00		
Flt Protected	0.95	0.99						1.00	1.00	0.95		
Satd. Flow (prot)	1375	4719						3245	1441	1770		
Flt Permitted	0.95	0.99						1.00	1.00	0.75		
Satd. Flow (perm)	1375	4719						3245	1441	1392		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1132	2244	0	0	0	0	0	10	10	315	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	4	0	0	0
Lane Group Flow (vph)	815	2561	0	0	0	0	0	11	2	315	0	0
Confl. Peds. (#/hr)	45		45	45		45	45					45
Confl. Bikes (#/hr)			5									
Turn Type	Perm								Perm	D.Pm		
Protected Phases		1						2				
Permitted Phases	1							2	2	2		
Actuated Green, G (s)	67.5	67.5						25.5	25.5	25.5		
Effective Green, g (s)	67.5	67.5						25.5	25.5	25.5		
Actuated g/C Ratio	0.68	0.68						0.26	0.26	0.26		
Clearance Time (s)	3.5	3.5						3.5	3.5	3.5		
Lane Grp Cap (vph)	928	3185						827	367	355		
v/s Ratio Prot								0.00				
v/s Ratio Perm	c0.59	0.54							0.00	c0.23		
v/c Ratio	0.88	0.80						0.01	0.00	0.89		
Uniform Delay, d1	13.0	11.6						27.8	27.8	35.9		
Progression Factor	0.37	0.37						1.00	1.00	0.93		
Incremental Delay, d2	4.5	0.8						0.0	0.0	9.6		
Delay (s)	9.3	5.1						27.9	27.8	43.1		
Level of Service	A	A						C	C	D		
Approach Delay (s)		6.1			0.0			27.9			43.1	
Approach LOS		A			A			C			D	

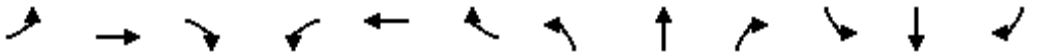
Intersection Summary			
HCM Average Control Delay	9.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	111.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2084	485	0	0	0	0	0	0	177	561	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5								3.5	
Lane Util. Factor		0.86	0.86								0.91	
Frpb, ped/bikes		1.00	0.92								1.00	
Flpb, ped/bikes		1.00	1.00								0.98	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								0.99	
Satd. Flow (prot)		4780	1250								4941	
Flt Permitted		1.00	1.00								0.99	
Satd. Flow (perm)		4780	1250								4941	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2084	485	0	0	0	0	0	0	177	561	0
RTOR Reduction (vph)	0	2	101	0	0	0	0	0	0	0	57	0
Lane Group Flow (vph)	0	2131	335	0	0	0	0	0	0	0	681	0
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)			5									5
Turn Type			Perm							Perm		
Protected Phases		1									2	
Permitted Phases			1							2		
Actuated Green, G (s)		60.5	60.5								22.5	
Effective Green, g (s)		60.5	60.5								22.5	
Actuated g/C Ratio		0.60	0.60								0.22	
Clearance Time (s)		3.5	3.5								3.5	
Lane Grp Cap (vph)		2892	756								1112	
v/s Ratio Prot		c0.45										
v/s Ratio Perm			0.27								0.14	
v/c Ratio		0.74	0.44								0.61	
Uniform Delay, d1		14.1	10.7								34.8	
Progression Factor		0.50	0.16								0.77	
Incremental Delay, d2		1.0	1.1								2.3	
Delay (s)		8.0	2.7								29.0	
Level of Service		A	A								C	
Approach Delay (s)		7.1			0.0			0.0			29.0	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM Average Control Delay	12.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			

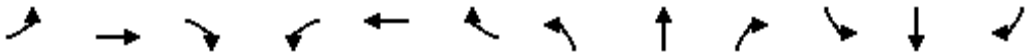


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	495	990	1855	312	0	0	0	0	1586	4	854
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.91		0.97	1.00					0.91	0.91	0.88
Frpb, ped/bikes		0.98		1.00	1.00					1.00	1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00					0.99	1.00	1.00
Frt		0.90		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		4499		3433	1863					3205	1607	2708
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		4499		3433	1863					3205	1607	2708
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	495	990	1855	312	0	0	0	0	1586	4	854
RTOR Reduction (vph)	0	360	0	0	0	0	0	0	0	0	0	598
Lane Group Flow (vph)	0	1125	0	1855	312	0	0	0	0	1063	527	256
Confl. Peds. (#/hr)	5		5	5		5			5	5		5
Confl. Bikes (#/hr)			5			5						
Turn Type				Prot						Perm		Perm
Protected Phases		2		1	6						4	
Permitted Phases										4		4
Actuated Green, G (s)		21.0		37.0	62.0					30.0	30.0	30.0
Effective Green, g (s)		21.0		37.0	62.0					30.0	30.0	30.0
Actuated g/C Ratio		0.21		0.37	0.62					0.30	0.30	0.30
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		945		1270	1155					962	482	812
v/s Ratio Prot		c0.25		c0.54	0.17							
v/s Ratio Perm										c0.33	0.33	0.09
v/c Ratio		1.43dr		1.46	0.27					1.10	1.09	0.32
Uniform Delay, d1		39.5		31.5	8.7					35.0	35.0	27.1
Progression Factor		1.00		0.87	1.28					1.00	1.00	1.00
Incremental Delay, d2		96.2		207.7	0.1					62.2	68.7	0.2
Delay (s)		135.7		235.2	11.1					97.2	103.7	27.3
Level of Service		F		F	B					F	F	C
Approach Delay (s)		135.7			203.0			0.0			74.2	
Approach LOS		F			F			A			E	

Intersection Summary			
HCM Average Control Delay	135.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	167.0%	ICU Level of Service	H
Analysis Period (min)	15		

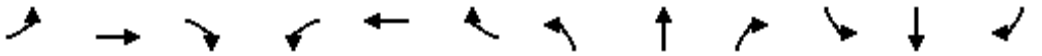
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



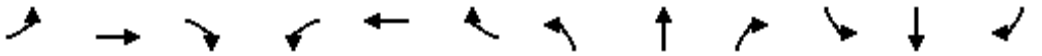
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	314	1767	0	0	2033	1752	134	15	1114	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	1.00	0.91			0.86	0.86	1.00	0.91	0.91			
Frpb, ped/bikes	1.00	1.00			0.99	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			0.95	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	1770	5085			4558	1331	1770	1451	2882			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	1770	5085			4558	1331	1770	1451	2882			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	314	1767	0	0	2033	1752	134	15	1114	0	0	0
RTOR Reduction (vph)	0	0	0	0	78	266	0	33	61	0	0	0
Lane Group Flow (vph)	314	1767	0	0	2831	610	134	350	685	0	0	0
Confl. Peds. (#/hr)	5		5	5		5						
Confl. Bikes (#/hr)			5			5						
Turn Type	Prot					Perm	Split		Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	15.0	73.0			54.0	54.0	19.0	19.0	19.0			
Effective Green, g (s)	15.0	73.0			54.0	54.0	19.0	19.0	19.0			
Actuated g/C Ratio	0.15	0.73			0.54	0.54	0.19	0.19	0.19			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	266	3712			2461	719	336	276	548			
v/s Ratio Prot	c0.18	0.35			c0.62		0.08	c0.24	0.24			
v/s Ratio Perm						0.46						
v/c Ratio	1.18	0.48			1.15	0.85	0.40	1.27	1.25			
Uniform Delay, d1	42.5	5.6			23.0	19.5	35.5	40.5	40.5			
Progression Factor	0.80	1.54			0.64	0.84	1.00	1.00	1.00			
Incremental Delay, d2	85.0	0.0			68.2	1.2	0.8	145.8	127.2			
Delay (s)	119.0	8.7			83.0	17.6	36.3	186.3	167.7			
Level of Service	F	A			F	B	D	F	F			
Approach Delay (s)		25.3			67.9			159.4			0.0	
Approach LOS		C			E			F			A	

Intersection Summary			
HCM Average Control Delay	71.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	167.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



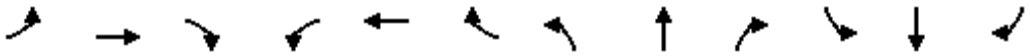
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	713	1569	599	10	2423	12	682	41	28	10	24	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.95	0.95	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	1.00
Satd. Flow (prot)	1770	5085	1560	1770	5081		1681	1694	1546		1836	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	1.00
Satd. Flow (perm)	1770	5085	1560	1770	5081		1681	1694	1546		1836	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	713	1569	599	10	2423	12	682	41	28	10	24	680
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	23	0	0	1
Lane Group Flow (vph)	713	1569	599	10	2434	0	361	362	5	0	34	679
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot		Free	Prot			Split		Perm	Split		pt+ov
Protected Phases	5	2		1	6		8	8		4	4	4 5
Permitted Phases			Free						8			
Actuated Green, G (s)	24.0	57.0	100.0	1.0	34.0		17.0	17.0	17.0		9.0	33.0
Effective Green, g (s)	24.0	57.0	100.0	1.0	34.0		17.0	17.0	17.0		9.0	33.0
Actuated g/C Ratio	0.24	0.57	1.00	0.01	0.34		0.17	0.17	0.17		0.09	0.33
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	425	2898	1560	18	1728		286	288	263		165	522
v/s Ratio Prot	c0.40	0.31		0.01	c0.48		c0.21	0.21			0.02	c0.43
v/s Ratio Perm			0.38						0.00			
v/c Ratio	1.68	0.54	0.38	0.56	1.41		1.26	1.26	0.02		0.21	1.30
Uniform Delay, d1	38.0	13.4	0.0	49.3	33.0		41.5	41.5	34.6		42.2	33.5
Progression Factor	0.84	0.38	1.00	1.00	1.00		0.83	0.83	0.56		1.00	1.00
Incremental Delay, d2	311.3	0.5	0.4	32.3	187.5		142.1	139.8	0.0		0.6	149.2
Delay (s)	343.1	5.6	0.4	81.6	220.5		176.7	174.4	19.5		42.8	182.7
Level of Service	F	A	A	F	F		F	F	B		D	F
Approach Delay (s)		88.0			219.9			169.7			176.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	153.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	123.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	1011	299	19	1546	71	423	344	10	60	91	466
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00			1.00	1.00
Frt	1.00	0.97		1.00	0.99		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1770	3375		1770	3507		1748	1853			1821	1535
Flt Permitted	0.95	1.00		0.95	1.00		0.62	1.00			0.61	1.00
Satd. Flow (perm)	1770	3375		1770	3507		1135	1853			1139	1535
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	290	1011	299	19	1546	71	423	344	10	60	91	466
RTOR Reduction (vph)	0	29	0	0	4	0	0	1	0	0	0	227
Lane Group Flow (vph)	290	1281	0	19	1613	0	423	353	0	0	151	239
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		7
Actuated Green, G (s)	13.9	41.8		1.3	29.2		22.5	22.5			22.5	22.5
Effective Green, g (s)	13.9	41.8		1.3	29.2		22.5	22.5			22.5	22.5
Actuated g/C Ratio	0.18	0.54		0.02	0.38		0.29	0.29			0.29	0.29
Clearance Time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	319	1830		30	1328		331	541			332	448
v/s Ratio Prot	c0.16	0.38		0.01	c0.46			0.19				
v/s Ratio Perm							c0.37				0.13	0.16
v/c Ratio	0.91	0.70		0.63	1.21		1.28	0.65			0.45	0.53
Uniform Delay, d1	31.0	13.0		37.7	23.9		27.3	23.9			22.3	22.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	27.6	1.0		27.8	103.6		146.4	2.1			0.4	0.6
Delay (s)	58.6	14.0		65.5	127.6		173.7	26.0			22.7	23.5
Level of Service	E	B		E	F		F	C			C	C
Approach Delay (s)		22.1			126.8			106.4			23.3	
Approach LOS		C			F			F			C	

Intersection Summary			
HCM Average Control Delay	73.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	77.1	Sum of lost time (s)	11.5
Intersection Capacity Utilization	109.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	690	345	12	836	635	682	251	34	248	416	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.97		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.94		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3288		1753	3214		1770	1822		1770	1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3288		1753	3214		1770	1822		1770	1787	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	46	690	345	12	836	635	682	251	34	248	416	119
RTOR Reduction (vph)	0	59	0	0	140	0	0	4	0	0	11	0
Lane Group Flow (vph)	46	976	0	12	1331	0	682	281	0	248	524	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	5.6	31.2		0.8	26.4		18.0	25.2		16.8	24.0	
Effective Green, g (s)	5.6	31.2		0.8	26.4		18.0	25.2		16.8	24.0	
Actuated g/C Ratio	0.06	0.31		0.01	0.26		0.18	0.25		0.17	0.24	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	99	1026		14	848		319	459		297	429	
v/s Ratio Prot	0.03	c0.30		0.01	c0.41		c0.39	0.15		0.14	c0.29	
v/s Ratio Perm												
v/c Ratio	0.46	0.95		0.86	1.57		2.14	0.61		0.84	1.22	
Uniform Delay, d1	45.7	33.7		49.5	36.8		41.0	33.1		40.3	38.0	
Progression Factor	1.00	1.00		0.74	0.82		1.01	1.07		1.00	1.00	
Incremental Delay, d2	3.4	18.5		34.4	256.9		518.4	1.5		18.0	119.4	
Delay (s)	49.2	52.2		70.9	287.1		560.0	36.9		58.2	157.4	
Level of Service	D	D		E	F		F	D		E	F	
Approach Delay (s)		52.1			285.4			405.8			126.0	
Approach LOS		D			F			F			F	

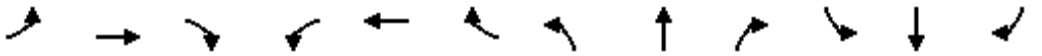
Intersection Summary			
HCM Average Control Delay	225.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	121.4%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	825	93	38	1127	428	218	589	69	330	240	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	4.8		5.0	4.8		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.96		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3462		1770	3331		1770	1827		1770	1739	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3462		1770	3331		1770	1827		1770	1739	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	54	825	93	38	1127	428	218	589	69	330	240	138
RTOR Reduction (vph)	0	8	0	0	39	0	0	4	0	0	21	0
Lane Group Flow (vph)	54	910	0	38	1516	0	218	654	0	330	357	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases		6			2							
Actuated Green, G (s)	4.0	35.3		3.2	34.5		13.0	28.0		12.0	27.0	
Effective Green, g (s)	3.0	35.0		2.2	34.2		12.5	27.5		11.5	26.5	
Actuated g/C Ratio	0.03	0.35		0.02	0.34		0.12	0.28		0.12	0.26	
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	2.0		3.0	2.0	
Lane Grp Cap (vph)	53	1212		39	1139		221	502		204	461	
v/s Ratio Prot	0.03	c0.26		0.02	c0.45		0.12	c0.36		c0.19	0.21	
v/s Ratio Perm												
v/c Ratio	1.02	0.75		0.97	1.33		0.99	1.30		1.62	0.78	
Uniform Delay, d1	48.5	28.7		48.9	32.9		43.7	36.2		44.2	34.0	
Progression Factor	0.91	0.50		1.00	1.00		0.55	0.77		1.00	1.00	
Incremental Delay, d2	93.9	2.3		132.7	154.9		39.0	143.3		299.4	7.3	
Delay (s)	138.1	16.6		181.6	187.8		63.1	171.1		343.6	41.3	
Level of Service	F	B		F	F		E	F		F	D	
Approach Delay (s)		23.4			187.6			144.2			182.2	
Approach LOS		C			F			F			F	

Intersection Summary			
HCM Average Control Delay	139.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	23.6
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 5% of time for LRT			

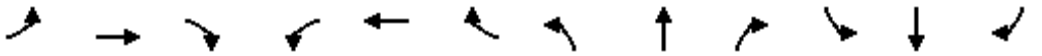
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	1197	139	563	616	30	406	588	389	218	394	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	4.5		5.0	4.5		4.5	4.5	4.5	4.5	4.5	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.96	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3463		1770	3506		1770	1863	1519	1770	3539	1566
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3463		1770	3506		1770	1863	1519	1770	3539	1566
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	256	1197	139	563	616	30	406	588	389	218	394	330
RTOR Reduction (vph)	0	9	0	0	3	0	0	0	109	0	0	157
Lane Group Flow (vph)	256	1327	0	563	643	0	406	588	280	218	394	173
Confl. Peds. (#/hr)	35		35	35		35			35	35		
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		3	8	5	7	4	1
Permitted Phases									8			4
Actuated Green, G (s)	6.0	30.5		10.0	34.5		25.5	26.0	36.0	7.0	7.5	13.5
Effective Green, g (s)	5.0	30.5		9.0	34.5		25.0	25.5	35.0	6.5	7.0	13.5
Actuated g/C Ratio	0.05	0.30		0.09	0.34		0.25	0.26	0.35	0.06	0.07	0.14
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	89	1056		159	1210		443	475	532	115	248	211
v/s Ratio Prot	c0.14	c0.38		c0.32	0.18		0.23	c0.32	0.05	c0.12	0.11	0.05
v/s Ratio Perm									0.13			0.06
v/c Ratio	2.88	1.26		3.54	0.53		0.92	1.24	0.53	1.90	1.59	0.82
Uniform Delay, d1	47.5	34.8		45.5	26.3		36.5	37.2	25.9	46.8	46.5	42.1
Progression Factor	1.00	1.00		1.00	1.00		0.55	0.56	0.26	1.00	1.00	1.00
Incremental Delay, d2	874.3	123.3		1159.0	1.7		9.9	113.3	0.1	433.8	283.2	21.1
Delay (s)	921.8	158.0		1204.5	27.9		30.1	134.0	6.8	480.6	329.7	63.2
Level of Service	F	F		F	C		C	F	A	F	F	E
Approach Delay (s)		280.9			575.8			67.7			271.3	
Approach LOS		F			F			E			F	

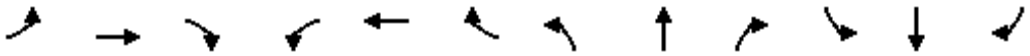
Intersection Summary			
HCM Average Control Delay	291.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	127.1%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



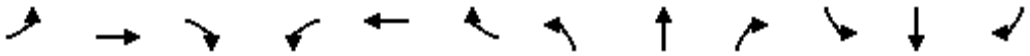
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	1765	38	194	1102	21	57	182	169	171	286	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1481	1770	3525		1745	1863	1556	1770	1863	1504
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.31	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)	1770	3539	1481	1770	3525		566	1863	1556	957	1863	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	35	1765	38	194	1102	21	57	182	169	171	286	41
RTOR Reduction (vph)	0	0	4	0	0	0	0	0	132	0	0	21
Lane Group Flow (vph)	35	1765	34	194	1123	0	57	182	37	171	286	20
Confl. Peds. (#/hr)	25		25	25		25	25					25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	4.0	38.2	38.2	13.1	47.3		17.5	17.5	17.5	17.5	17.5	17.5
Effective Green, g (s)	4.0	38.2	38.2	13.1	47.3		17.5	17.5	17.5	17.5	17.5	17.5
Actuated g/C Ratio	0.05	0.48	0.48	0.16	0.59		0.22	0.22	0.22	0.22	0.22	0.22
Clearance Time (s)	3.5	4.0	4.0	3.5	4.0		3.5	3.5	3.5	3.5	3.5	3.5
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		0.2	0.2	0.2	2.0	2.0	2.0
Lane Grp Cap (vph)	89	1694	709	291	2089		124	409	341	210	409	330
v/s Ratio Prot	0.02	c0.50		c0.11	0.32			0.10			0.15	
v/s Ratio Perm			0.02				0.10		0.02	c0.18		0.01
v/c Ratio	0.39	1.04	0.05	0.67	0.54		0.46	0.44	0.11	0.81	0.70	0.06
Uniform Delay, d1	36.7	20.8	11.1	31.3	9.7		27.0	26.9	24.9	29.6	28.7	24.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	33.7	0.0	4.4	0.1		1.0	0.3	0.1	20.0	4.2	0.0
Delay (s)	37.8	54.5	11.1	35.7	9.8		28.0	27.2	25.0	49.6	32.9	24.7
Level of Service	D	D	B	D	A		C	C	C	D	C	C
Approach Delay (s)		53.2			13.7			26.4			38.0	
Approach LOS		D			B			C			D	

Intersection Summary			
HCM Average Control Delay	35.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	79.8	Sum of lost time (s)	11.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



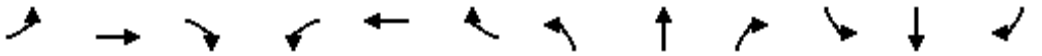
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	1793	23	17	1271	49	11	33	184	170	184	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.0		4.5	5.0		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.96		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.98	1.00		0.98	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.87		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3529		1770	3508		1736	1564		1736	1806	
Flt Permitted	0.95	1.00		0.95	1.00		0.44	1.00		0.44	1.00	
Satd. Flow (perm)	1770	3529		1770	3508		805	1564		809	1806	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	290	1793	23	17	1271	49	11	33	184	170	184	34
RTOR Reduction (vph)	0	1	0	0	3	0	0	97	0	0	7	0
Lane Group Flow (vph)	290	1815	0	17	1317	0	11	120	0	170	211	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	1	6		5	2			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	18.7	63.0		2.4	46.7		22.1	22.1		22.1	22.1	
Effective Green, g (s)	18.2	62.5		1.9	46.2		21.6	21.6		21.6	21.6	
Actuated g/C Ratio	0.18	0.62		0.02	0.46		0.22	0.22		0.22	0.22	
Clearance Time (s)	4.0	4.5		4.0	4.5		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	0.2		2.0	0.2		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	322	2206		34	1621		174	338		175	390	
v/s Ratio Prot	c0.16	c0.51		0.01	0.38			0.08			0.12	
v/s Ratio Perm							0.01			c0.21		
v/c Ratio	0.90	0.82		0.50	0.81		0.06	0.35		0.97	0.54	
Uniform Delay, d1	40.0	14.5		48.6	23.2		31.2	33.3		38.9	34.8	
Progression Factor	1.00	1.00		1.12	0.27		1.00	1.00		1.00	1.00	
Incremental Delay, d2	26.2	3.6		0.4	0.4		0.1	0.2		59.1	0.8	
Delay (s)	66.2	18.1		54.9	6.7		31.2	33.5		98.0	35.6	
Level of Service	E	B		D	A		C	C		F	D	
Approach Delay (s)		24.7			7.3			33.4			63.0	
Approach LOS		C			A			C			E	

Intersection Summary			
HCM Average Control Delay	23.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



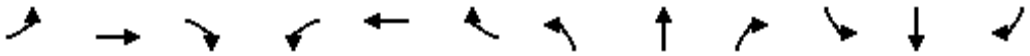
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	443	1693	10	64	1017	65	10	438	360	153	184	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	0.93		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3534		1770	3487		1744	1701		1770	1637	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3534		1770	3487		1744	1701		1770	1637	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	443	1693	10	64	1017	65	10	438	360	153	184	319
RTOR Reduction (vph)	0	1	0	0	5	0	0	30	0	0	56	0
Lane Group Flow (vph)	443	1702	0	64	1077	0	10	768	0	153	447	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	17.0	36.8		4.0	23.8		0.8	34.0		9.2	42.4	
Effective Green, g (s)	17.0	36.8		4.0	23.8		0.8	34.0		9.2	42.4	
Actuated g/C Ratio	0.17	0.37		0.04	0.24		0.01	0.34		0.09	0.42	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	301	1301		71	830		14	578		163	694	
v/s Ratio Prot	c0.25	c0.48		0.04	0.31		0.01	c0.45		c0.09	0.27	
v/s Ratio Perm												
v/c Ratio	1.47	1.31		0.90	1.30		0.71	1.33		0.94	0.64	
Uniform Delay, d1	41.5	31.6		47.8	38.1		49.5	33.0		45.1	22.8	
Progression Factor	0.88	0.88		0.99	0.86		1.00	1.00		0.77	0.57	
Incremental Delay, d2	223.3	142.4		50.0	139.1		100.1	159.8		9.9	0.2	
Delay (s)	259.9	170.2		97.3	171.8		149.6	192.8		44.8	13.2	
Level of Service	F	F		F	F		F	F		D	B	
Approach Delay (s)		188.7			167.6			192.3			20.5	
Approach LOS		F			F			F			C	

Intersection Summary			
HCM Average Control Delay	161.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	122.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



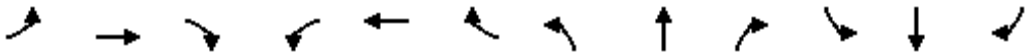
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2176	30	60	203	0	0	0	0	57	2871	943
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	4.0
Lane Util. Factor		0.95		1.00	0.95						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		1.00		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3530		1770	3539						6399	1531
Flt Permitted		1.00		0.95	1.00						1.00	1.00
Satd. Flow (perm)		3530		1770	3539						6399	1531
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2176	30	60	203	0	0	0	0	57	2871	943
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	389
Lane Group Flow (vph)	0	2205	0	60	203	0	0	0	0	0	2928	554
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						5
Turn Type				Prot						Perm		Perm
Protected Phases		4		3	8						2	
Permitted Phases										2		2
Actuated Green, G (s)		46.0		4.0	54.0						38.0	38.0
Effective Green, g (s)		46.0		4.0	54.0						38.0	38.0
Actuated g/C Ratio		0.46		0.04	0.54						0.38	0.38
Clearance Time (s)		4.0		4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1624		71	1911						2432	582
v/s Ratio Prot		c0.62		c0.03	0.06							
v/s Ratio Perm											0.46	0.36
v/c Ratio		1.36		0.85	0.11						1.20	0.95
Uniform Delay, d1		27.0		47.7	11.2						31.0	30.1
Progression Factor		0.28		1.27	0.18						0.38	1.85
Incremental Delay, d2		161.3		8.3	0.0						92.2	4.5
Delay (s)		169.0		68.6	2.1						103.9	60.1
Level of Service		F		E	A						F	E
Approach Delay (s)		169.0			17.3			0.0			93.2	
Approach LOS		F			B			A			F	

Intersection Summary			
HCM Average Control Delay	116.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	126.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1917	293	0	0	53	27	198	3608	153	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	0.97	1.00			1.00			0.86	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	3433	1863			1756			6388	1523			
Flt Permitted	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	3433	1863			1756			6388	1523			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1917	293	0	0	53	27	198	3608	153	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	34	0	0	0
Lane Group Flow (vph)	1917	293	0	0	80	0	0	3806	119	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split						Perm		Perm			
Protected Phases	4	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	39.0	39.0			6.4			42.6	42.6			
Effective Green, g (s)	39.0	39.0			6.4			42.6	42.6			
Actuated g/C Ratio	0.39	0.39			0.06			0.43	0.43			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1339	727			112			2721	649			
v/s Ratio Prot	c0.56	0.16			c0.05							
v/s Ratio Perm								0.60	0.08			
v/c Ratio	1.43	0.40			0.71			1.40	0.18			
Uniform Delay, d1	30.5	22.1			45.9			28.7	17.9			
Progression Factor	0.34	0.18			1.00			0.61	0.39			
Incremental Delay, d2	194.6	0.0			19.3			180.1	0.2			
Delay (s)	205.1	3.9			65.3			197.5	7.1			
Level of Service	F	A			E			F	A			
Approach Delay (s)		178.4			65.3			190.1			0.0	
Approach LOS		F			E			F			A	

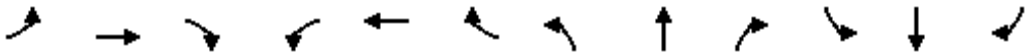
Intersection Summary			
HCM Average Control Delay	184.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	126.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	371	10	10	10	10	10	10	432	10	10	10	24
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	371	10	10	10	10	10	10	432	10	10	10	24

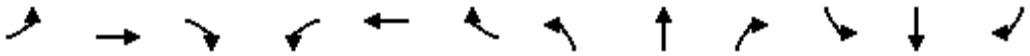
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	371	20	10	20	452	44
Volume Left (vph)	371	0	10	0	10	10
Volume Right (vph)	0	10	0	10	10	24
Hadj (s)	0.53	-0.32	0.53	-0.32	0.03	-0.25
Departure Headway (s)	6.5	5.7	7.2	6.3	5.3	5.7
Degree Utilization, x	0.67	0.03	0.02	0.04	0.67	0.07
Capacity (veh/h)	535	610	445	501	652	559
Control Delay (s)	20.6	7.6	9.1	8.4	18.3	9.2
Approach Delay (s)	20.0		8.6		18.3	9.2
Approach LOS	C		A		C	A

Intersection Summary			
Delay	18.3		
HCM Level of Service	C		
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		



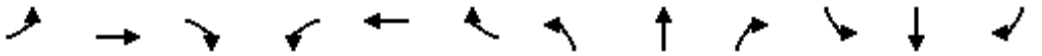
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	10	584	27	10	489	39	62	89	105	15	16	10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	10	584	27	10	489	39	62	89	105	15	16	10
Approach Volume (veh/h)		621			538			256			41	
Crossing Volume (veh/h)		41			161			609			561	
High Capacity (veh/h)		1341			1221			855			889	
High v/c (veh/h)		0.46			0.44			0.30			0.05	
Low Capacity (veh/h)		1122			1012			685			715	
Low v/c (veh/h)		0.55			0.53			0.37			0.06	

Intersection Summary				
Maximum v/c High	0.46			
Maximum v/c Low	0.55			
Intersection Capacity Utilization	61.8%	ICU Level of Service	B	



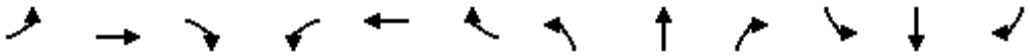
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	758	91	416	592	95	16	33	886	620	129	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.96			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.98			0.87			1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.96	
Satd. Flow (prot)	1770	1818		1770	1806			1566			1785	
Flt Permitted	0.16	1.00		0.95	1.00			1.00			0.96	
Satd. Flow (perm)	298	1818		1770	1806			1566			1785	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	758	91	416	592	95	16	33	886	620	129	10
RTOR Reduction (vph)	0	5	0	0	6	0	0	138	0	0	1	0
Lane Group Flow (vph)	10	845	0	416	681	0	0	797	0	0	758	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Prot			Split			Split		
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases	6											
Actuated Green, G (s)	25.0	25.0		9.0	38.0			26.0			24.0	
Effective Green, g (s)	25.0	25.0		9.0	38.0			26.0			24.0	
Actuated g/C Ratio	0.25	0.25		0.09	0.38			0.26			0.24	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	75	455		159	686			407			428	
v/s Ratio Prot		c0.46		c0.24	0.38			c0.51			c0.42	
v/s Ratio Perm	0.03											
v/c Ratio	0.13	1.86		2.62	0.99			1.96			1.77	
Uniform Delay, d1	29.1	37.5		45.5	30.9			37.0			38.0	
Progression Factor	1.00	1.00		1.00	1.00			1.10			1.00	
Incremental Delay, d2	3.7	393.6		739.1	26.1			431.6			356.6	
Delay (s)	32.8	431.1		784.7	56.8			472.3			394.6	
Level of Service	C	F		F	E			F			F	
Approach Delay (s)		426.5			331.4			472.3			394.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	402.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	182.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2257	10	10	19	0	0	0	0	89	3862	1084
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	4.0
Lane Util. Factor		0.95		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		1.00		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		3537		1770	1863						6400	1568
Flt Permitted		1.00		0.95	1.00						1.00	1.00
Satd. Flow (perm)		3537		1770	1863						6400	1568
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2257	10	10	19	0	0	0	0	89	3862	1084
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	112
Lane Group Flow (vph)	0	2266	0	10	19	0	0	0	0	0	3951	972
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5						5
Turn Type				Split						Perm		custom
Protected Phases		4		8	8						2	4
Permitted Phases										2		2
Actuated Green, G (s)		41.0		4.3	4.3						42.7	83.7
Effective Green, g (s)		41.0		4.3	4.3						42.7	83.7
Actuated g/C Ratio		0.41		0.04	0.04						0.43	0.84
Clearance Time (s)		4.0		4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1450		76	80						2733	1375
v/s Ratio Prot		c0.64		0.01	c0.01							0.29
v/s Ratio Perm											0.62	0.33
v/c Ratio		1.56		0.13	0.24						1.45	0.71
Uniform Delay, d1		29.5		46.1	46.3						28.6	3.3
Progression Factor		0.93		0.75	0.75						1.00	1.00
Incremental Delay, d2		253.7		0.7	1.4						202.7	1.7
Delay (s)		281.2		35.4	36.2						231.3	4.9
Level of Service		F		D	D						F	A
Approach Delay (s)		281.2			35.9			0.0			182.6	
Approach LOS		F			D			A			F	

Intersection Summary			
HCM Average Control Delay	212.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	191.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2292	68	0	0	10	843	16	5521	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
Lane Util. Factor	0.97	1.00			0.95	0.95	1.00	0.86				
Frpb, ped/bikes	1.00	1.00			0.98	1.00	1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.99	1.00				
Frt	1.00	1.00			0.85	0.85	1.00	1.00				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	3433	1863			1475	1504	1749	6405				
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	3433	1863			1475	1504	1749	6405				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2292	68	0	0	10	843	16	5521	15	0	0	0
RTOR Reduction (vph)	0	0	0	0	82	82	0	0	0	0	0	0
Lane Group Flow (vph)	2292	68	0	0	341	348	16	5536	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split					Prot	Perm					
Protected Phases	4	4			8	8		2				
Permitted Phases							2					
Actuated Green, G (s)	28.0	28.0			21.0	21.0	39.0	39.0				
Effective Green, g (s)	28.0	28.0			21.0	21.0	39.0	39.0				
Actuated g/C Ratio	0.28	0.28			0.21	0.21	0.39	0.39				
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	961	522			310	316	682	2498				
v/s Ratio Prot	c0.67	0.04			0.23	c0.23		c0.86				
v/s Ratio Perm							0.01					
v/c Ratio	2.39	0.13			1.10	1.10	0.02	2.22				
Uniform Delay, d1	36.0	26.9			39.5	39.5	18.8	30.5				
Progression Factor	0.78	0.62			1.00	1.00	0.78	0.73				
Incremental Delay, d2	623.5	0.0			80.5	80.4	0.0	547.4				
Delay (s)	651.7	16.8			120.0	119.9	14.6	569.7				
Level of Service	F	B			F	F	B	F				
Approach Delay (s)		633.4			119.9			568.1			0.0	
Approach LOS		F			F			F			A	

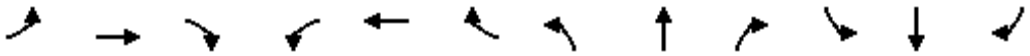
Intersection Summary			
HCM Average Control Delay	542.1	HCM Level of Service	F
HCM Volume to Capacity ratio	2.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	191.0%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	311	0	0	0	621	2340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5					4.5
Lane Util. Factor	1.00					0.86
Frpb, ped/bikes	1.00					1.00
Flpb, ped/bikes	0.98					0.99
Frt	1.00					1.00
Flt Protected	0.95					0.99
Satd. Flow (prot)	1732					6275
Flt Permitted	0.95					0.99
Satd. Flow (perm)	1732					6275
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	311	0	0	0	621	2340
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	311	0	0	0	0	2961
Confl. Peds. (#/hr)	15	15		15	15	
Confl. Bikes (#/hr)		5				
Turn Type					Perm	
Protected Phases						2
Permitted Phases	4				2	
Actuated Green, G (s)	21.5					54.8
Effective Green, g (s)	21.0					54.8
Actuated g/C Ratio	0.21					0.55
Clearance Time (s)	4.0					4.5
Vehicle Extension (s)	2.0					5.0
Lane Grp Cap (vph)	364					3439
v/s Ratio Prot						
v/s Ratio Perm	c0.18					0.47
v/c Ratio	0.85					0.86
Uniform Delay, d1	38.0					19.3
Progression Factor	1.03					0.35
Incremental Delay, d2	12.3					0.3
Delay (s)	51.3					7.0
Level of Service	D					A
Approach Delay (s)	51.3		0.0			7.0
Approach LOS	D		A			A

Intersection Summary			
HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	24.2
Intersection Capacity Utilization	133.6%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



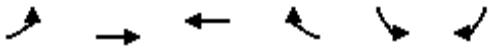
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	80	0	0	66	28	204	3856	444	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			5.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.99			1.00				
Flpb, ped/bikes	0.99	1.00			1.00			1.00				
Frt	1.00	1.00			0.96			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1667	1760			1776			6266				
Flt Permitted	0.68	0.98			1.00			1.00				
Satd. Flow (perm)	1191	1729			1776			6266				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	75	80	0	0	66	28	204	3856	444	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	18	0	0	0	0
Lane Group Flow (vph)	67	88	0	0	93	0	0	4486	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)									5			
Turn Type	Perm						Perm					
Protected Phases		4			4			2				
Permitted Phases	4						2					
Actuated Green, G (s)	19.0	19.0			19.0			72.0				
Effective Green, g (s)	19.0	19.0			19.0			72.0				
Actuated g/C Ratio	0.19	0.19			0.19			0.72				
Clearance Time (s)	4.0	4.0			4.0			5.0				
Lane Grp Cap (vph)	226	329			337			4512				
v/s Ratio Prot					0.05							
v/s Ratio Perm	c0.06	0.05						0.72				
v/c Ratio	0.30	0.27			0.28			0.99				
Uniform Delay, d1	34.8	34.6			34.6			13.8				
Progression Factor	0.75	0.74			1.00			1.00				
Incremental Delay, d2	1.7	1.0			2.0			12.1				
Delay (s)	27.8	26.7			36.7			25.9				
Level of Service	C	C			D			C				
Approach Delay (s)		27.1			36.7			25.9			0.0	
Approach LOS		C			D			C			A	

Intersection Summary			
HCM Average Control Delay	26.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

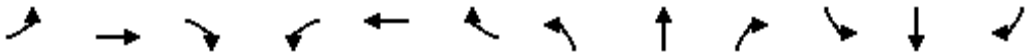
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	60	120	659	141	118	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	0.98	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1555	3424		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1555	3424		1770	3539
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	120	659	141	118	428
RTOR Reduction (vph)	0	107	11	0	0	0
Lane Group Flow (vph)	60	13	789	0	118	428
Confl. Peds. (#/hr)	5	5		5	5	
Confl. Bikes (#/hr)				5		
Turn Type		Perm			Prot	
Protected Phases	8		2		1	6
Permitted Phases		8				
Actuated Green, G (s)	11.2	11.2	64.9		11.9	80.8
Effective Green, g (s)	11.2	11.2	64.9		11.9	80.8
Actuated g/C Ratio	0.11	0.11	0.65		0.12	0.81
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	198	174	2222		211	2860
v/s Ratio Prot	c0.03		c0.23		c0.07	0.12
v/s Ratio Perm		0.01				
v/c Ratio	0.30	0.08	0.35		0.56	0.15
Uniform Delay, d1	40.8	39.8	8.0		41.6	2.1
Progression Factor	0.99	1.54	1.00		0.81	1.38
Incremental Delay, d2	0.8	0.2	0.4		3.0	0.1
Delay (s)	41.0	61.5	8.4		36.8	3.0
Level of Service	D	E	A		D	A
Approach Delay (s)	54.7		8.4			10.3
Approach LOS	D		A			B

Intersection Summary			
HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



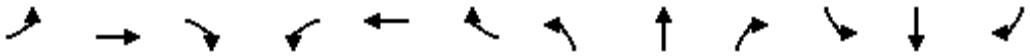
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	141	119	115	490	357	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97		1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.89		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1863	1609		1770	1530
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1863	1609		1770	1530
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	141	119	115	490	357	65
RTOR Reduction (vph)	0	0	134	0	0	49
Lane Group Flow (vph)	141	119	471	0	357	16
Confl. Peds. (#/hr)	5			5	5	5
Confl. Bikes (#/hr)				5		
Turn Type	Prot					Perm
Protected Phases	1	6	2		4	
Permitted Phases						4
Actuated Green, G (s)	12.4	67.4	51.0		24.6	24.6
Effective Green, g (s)	12.4	67.4	51.0		24.6	24.6
Actuated g/C Ratio	0.12	0.67	0.51		0.25	0.25
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	219	1256	821		435	376
v/s Ratio Prot	c0.08	0.06	c0.29		c0.20	
v/s Ratio Perm						0.01
v/c Ratio	0.64	0.09	0.57		0.82	0.04
Uniform Delay, d1	41.7	5.7	17.0		35.6	28.7
Progression Factor	0.88	0.35	0.69		1.00	1.00
Incremental Delay, d2	6.0	0.1	1.2		11.8	0.0
Delay (s)	42.9	2.1	12.9		47.4	28.8
Level of Service	D	A	B		D	C
Approach Delay (s)		24.2	12.9		44.5	
Approach LOS		C	B		D	

Intersection Summary			
HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



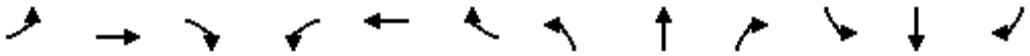
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	213	259	10	296	274	283	579	10	278	530	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.96		1.00	0.97		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	0.93		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1647		1770	1673		1770	1856		1770	1843	
Flt Permitted	0.12	1.00		0.21	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	222	1647		382	1673		1770	1856		1770	1843	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	213	259	10	296	274	283	579	10	278	530	27
RTOR Reduction (vph)	0	44	0	0	33	0	0	1	0	0	2	0
Lane Group Flow (vph)	10	428	0	10	537	0	283	588	0	278	555	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	33.6	33.6		33.6	33.6		18.7	36.9		17.5	35.7	
Effective Green, g (s)	33.6	33.6		33.6	33.6		18.7	36.9		17.5	35.7	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.19	0.37		0.18	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	75	553		128	562		331	685		310	658	
v/s Ratio Prot		0.26			c0.32		0.16	c0.32		0.16	c0.30	
v/s Ratio Perm	0.05			0.03								
v/c Ratio	0.13	0.77		0.08	0.96		0.85	0.86		0.90	0.84	
Uniform Delay, d1	23.1	29.8		22.6	32.5		39.3	29.1		40.4	29.6	
Progression Factor	0.39	0.55		0.33	0.29		1.00	1.00		1.04	0.46	
Incremental Delay, d2	0.7	5.8		0.1	15.3		18.9	13.2		9.8	4.0	
Delay (s)	9.6	22.1		7.5	24.8		58.2	42.4		51.9	17.6	
Level of Service	A	C		A	C		E	D		D	B	
Approach Delay (s)		21.8			24.5			47.5			29.0	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	32.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	343	134	10	494	50	64	763	10	202	251	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.99		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1751		1770	1821		1770	1857		1770	1842	
Flt Permitted	0.13	1.00		0.14	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	248	1751		267	1821		1770	1857		1770	1842	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	14	343	134	10	494	50	64	763	10	202	251	12
RTOR Reduction (vph)	0	14	0	0	4	0	0	1	0	0	1	0
Lane Group Flow (vph)	14	463	0	10	541	0	64	772	0	202	262	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	30.0	30.0		30.0	30.0		6.9	46.0		12.0	51.1	
Effective Green, g (s)	30.0	30.0		30.0	30.0		6.9	46.0		12.0	51.1	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.07	0.46		0.12	0.51	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	74	525		80	546		122	854		212	941	
v/s Ratio Prot		0.26			c0.30		0.04	c0.42		c0.11	0.14	
v/s Ratio Perm	0.06			0.04								
v/c Ratio	0.19	0.88		0.12	0.99		0.52	0.90		0.95	0.28	
Uniform Delay, d1	26.0	33.3		25.5	34.8		45.0	25.0		43.7	13.9	
Progression Factor	1.42	1.34		1.00	1.00		1.00	1.00		0.77	0.99	
Incremental Delay, d2	0.7	9.3		0.7	35.5		4.0	14.8		42.0	0.6	
Delay (s)	37.6	54.0		26.2	70.4		49.0	39.8		75.6	14.4	
Level of Service	D	D		C	E		D	D		E	B	
Approach Delay (s)		53.6			69.6			40.5			41.0	
Approach LOS		D			E			D			D	

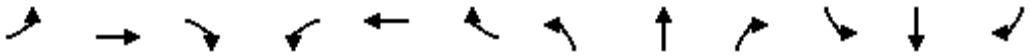
Intersection Summary			
HCM Average Control Delay	50.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	393	153	42	231	233	212	982	169	122	905	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.92		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1761		1770	1682		1770	3414		1770	3458	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1761		1770	1682		1770	3414		1770	3458	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	119	393	153	42	231	233	212	982	169	122	905	94
RTOR Reduction (vph)	0	14	0	0	36	0	0	14	0	0	8	0
Lane Group Flow (vph)	119	532	0	42	428	0	212	1137	0	122	991	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.8	30.6		3.2	26.0		12.0	33.2		7.0	28.2	
Effective Green, g (s)	7.8	30.6		3.2	26.0		12.0	33.2		7.0	28.2	
Actuated g/C Ratio	0.08	0.31		0.03	0.26		0.12	0.33		0.07	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	138	539		57	437		212	1133		124	975	
v/s Ratio Prot	0.07	c0.30		0.02	c0.25		c0.12	c0.33		0.07	0.29	
v/s Ratio Perm												
v/c Ratio	0.86	0.99		0.74	0.98		1.00	1.00		0.98	1.02	
Uniform Delay, d1	45.6	34.5		48.0	36.7		44.0	33.4		46.4	35.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.67	0.15	
Incremental Delay, d2	38.9	35.1		38.8	37.1		61.8	27.6		20.3	13.2	
Delay (s)	84.5	69.6		86.8	73.8		105.8	61.0		51.4	18.6	
Level of Service	F	E		F	E		F	E		D	B	
Approach Delay (s)		72.3			74.9			68.0			22.1	
Approach LOS		E			E			E			C	

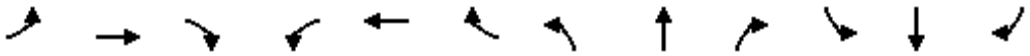
Intersection Summary			
HCM Average Control Delay	55.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



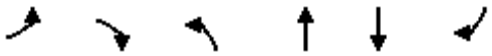
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	627	76	62	122	10	30	393	33	138	346	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	0.97	1.00		0.99	1.00		0.98	1.00		0.98	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1720	1821		1756	1834		1741	1833		1741	1794	
Flt Permitted	0.67	1.00		0.19	1.00		0.38	1.00		0.38	1.00	
Satd. Flow (perm)	1218	1821		352	1834		704	1833		696	1794	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	15	627	76	62	122	10	30	393	33	138	346	76
RTOR Reduction (vph)	0	9	0	0	6	0	0	6	0	0	16	0
Lane Group Flow (vph)	15	694	0	62	126	0	30	420	0	138	406	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	21.0	21.0		21.0	21.0		19.1	19.1		19.1	19.1	
Effective Green, g (s)	21.0	21.0		21.0	21.0		19.1	19.1		19.1	19.1	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.40	0.40		0.40	0.40	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	532	795		154	801		280	728		276	712	
v/s Ratio Prot		c0.38			0.07			c0.23			0.23	
v/s Ratio Perm	0.01			0.18			0.04			0.20		
v/c Ratio	0.03	0.87		0.40	0.16		0.11	0.58		0.50	0.57	
Uniform Delay, d1	7.7	12.3		9.3	8.2		9.1	11.3		10.9	11.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	10.4		1.7	0.1		0.8	3.3		6.3	3.3	
Delay (s)	7.8	22.8		11.0	8.3		9.9	14.7		17.3	14.6	
Level of Service	A	C		B	A		A	B		B	B	
Approach Delay (s)		22.4			9.2			14.3			15.3	
Approach LOS		C			A			B			B	

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	48.1	Sum of lost time (s)	8.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	685	38	126	173	10	10	776	95	68	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.97	
Flpb, ped/bikes	0.97	1.00		1.00	1.00		0.96	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.98		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1717	1842		1770	1841		1704	1820		1770	1670	
Flt Permitted	0.64	1.00		0.18	1.00		0.74	1.00		0.16	1.00	
Satd. Flow (perm)	1161	1842		339	1841		1335	1820		298	1670	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	76	685	38	126	173	10	10	776	95	68	10	10
RTOR Reduction (vph)	0	4	0	0	4	0	0	8	0	0	5	0
Lane Group Flow (vph)	76	719	0	126	179	0	10	863	0	68	15	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	22.0	22.0		22.0	22.0		25.0	25.0		25.0	25.0	
Effective Green, g (s)	22.0	22.0		22.0	22.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.40	0.40		0.40	0.40		0.45	0.45		0.45	0.45	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	464	737		136	736		607	827		135	759	
v/s Ratio Prot		c0.39			0.10			c0.47			0.01	
v/s Ratio Perm	0.07			0.37			0.01			0.23		
v/c Ratio	0.16	0.98		0.93	0.24		0.02	1.04		0.50	0.02	
Uniform Delay, d1	10.6	16.2		15.7	11.0		8.2	15.0		10.6	8.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	27.0		54.8	0.2		0.0	43.2		2.9	0.0	
Delay (s)	10.8	43.3		70.5	11.1		8.3	58.2		13.5	8.3	
Level of Service	B	D		E	B		A	E		B	A	
Approach Delay (s)		40.2			35.3			57.6			12.3	
Approach LOS		D			D			E			B	

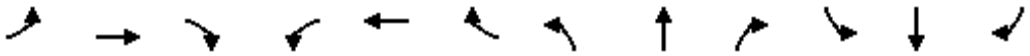
Intersection Summary			
HCM Average Control Delay	45.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	109.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	780	0	0	2601	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	
Lane Util. Factor		1.00			0.86	
Frpb, ped/bikes		0.97			0.99	
Flpb, ped/bikes		1.00			1.00	
Frt		0.86			0.99	
Flt Protected		1.00			1.00	
Satd. Flow (prot)		1558			6270	
Flt Permitted		1.00			1.00	
Satd. Flow (perm)		1558			6270	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	780	0	0	2601	280
RTOR Reduction (vph)	0	81	0	0	18	0
Lane Group Flow (vph)	0	699	0	0	2863	0
Confl. Peds. (#/hr)	15	15	15			15
Confl. Bikes (#/hr)						5
Turn Type		custom				
Protected Phases					2	
Permitted Phases		4				
Actuated Green, G (s)		35.0			47.0	
Effective Green, g (s)		35.0			47.0	
Actuated g/C Ratio		0.35			0.47	
Clearance Time (s)		4.0			4.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		545			2947	
v/s Ratio Prot					c0.46	
v/s Ratio Perm		c0.45				
v/c Ratio		1.28			0.97	
Uniform Delay, d1		32.5			25.8	
Progression Factor		1.00			1.00	
Incremental Delay, d2		141.0			11.1	
Delay (s)		173.5			37.0	
Level of Service		F			D	
Approach Delay (s)	173.5			0.0	37.0	
Approach LOS	F			A	D	

Intersection Summary			
HCM Average Control Delay	66.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			

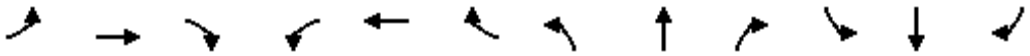
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	0	0	0	0	125	33	3912	64	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	73	0	0	0	0	125	33	3912	64	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								506				
pX, platoon unblocked	0.46	0.46		0.46	0.46	0.46				0.46		
vC, conflicting volume	1169	4042	0	4010	4010	1010	0			3976		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1758	0	1688	1688	0	0			1615		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	79	100	100	100	100	75	98			100		
cM capacity (veh/h)	349	38	1084	28	42	500	1622			185		

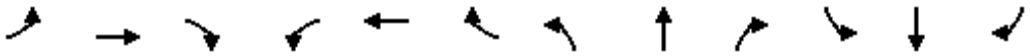
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4
Volume Total	73	125	685	1304	1304	716
Volume Left	73	0	33	0	0	0
Volume Right	0	125	0	0	0	64
cSH	349	500	1622	1700	1700	1700
Volume to Capacity	0.21	0.25	0.02	0.77	0.77	0.42
Queue Length 95th (ft)	19	24	2	0	0	0
Control Delay (s)	18.0	14.6	0.6	0.0	0.0	0.0
Lane LOS	C	B	A			
Approach Delay (s)	18.0	14.6	0.1			
Approach LOS	C	B				

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	80.0%	ICU Level of Service	D	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	389	254	132	311	20	408	750	236	10	207	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.99		1.00	0.96		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1744	1716		1770	1840		1770	1774		1762	1845	
Flt Permitted	0.40	1.00		0.19	1.00		0.95	1.00		0.22	1.00	
Satd. Flow (perm)	740	1716		355	1840		1770	1774		412	1845	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	389	254	132	311	20	408	750	236	10	207	10
RTOR Reduction (vph)	0	36	0	0	3	0	0	17	0	0	3	0
Lane Group Flow (vph)	10	607	0	132	328	0	408	969	0	10	214	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Prot			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8						6		
Actuated Green, G (s)	21.0	21.0		21.0	21.0		14.0	36.0		18.0	18.0	
Effective Green, g (s)	21.0	21.0		21.0	21.0		14.0	36.0		18.0	18.0	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.22	0.55		0.28	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	239	554		115	594		381	983		114	511	
v/s Ratio Prot		0.35			0.18		0.23	c0.55			0.12	
v/s Ratio Perm	0.01			c0.37						0.02		
v/c Ratio	0.04	1.10		1.15	0.55		1.07	0.99		0.09	0.42	
Uniform Delay, d1	15.1	22.0		22.0	18.1		25.5	14.2		17.4	19.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	67.0		129.1	1.1		66.3	25.4		1.5	2.5	
Delay (s)	15.2	89.0		151.1	19.2		91.8	39.6		18.9	21.7	
Level of Service	B	F		F	B		F	D		B	C	
Approach Delay (s)		87.9			56.8			54.9			21.6	
Approach LOS		F			E			D			C	

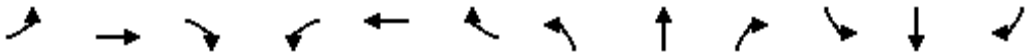
Intersection Summary			
HCM Average Control Delay	60.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	114.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	207	443	11	57	246	237	152	1089	209	184	534	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00		1.00	0.93		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1854		1770	1696		1770	1799		1770	3331	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1854		1770	1696		1770	1799		1770	3331	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	207	443	11	57	246	237	152	1089	209	184	534	203
RTOR Reduction (vph)	0	1	0	0	35	0	0	7	0	0	40	0
Lane Group Flow (vph)	207	453	0	57	448	0	152	1291	0	184	697	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.0	27.6		3.2	24.8		11.4	37.2		6.0	31.8	
Effective Green, g (s)	6.0	27.6		3.2	24.8		11.4	37.2		6.0	31.8	
Actuated g/C Ratio	0.06	0.28		0.03	0.25		0.11	0.37		0.06	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	106	512		57	421		202	669		106	1059	
v/s Ratio Prot	c0.12	c0.24		0.03	c0.26		0.09	c0.72		c0.10	0.21	
v/s Ratio Perm												
v/c Ratio	1.95	0.89		1.00	1.07		0.75	1.93		1.74	0.66	
Uniform Delay, d1	47.0	34.7		48.4	37.6		42.9	31.4		47.0	29.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	461.1	16.6		119.2	62.2		14.6	424.0		367.3	3.2	
Delay (s)	508.1	51.3		167.6	99.8		57.5	455.4		414.3	32.6	
Level of Service	F	D		F	F		E	F		F	C	
Approach Delay (s)		194.3			107.0			413.7			108.9	
Approach LOS		F			F			F			F	

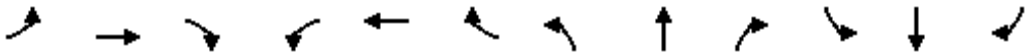
Intersection Summary			
HCM Average Control Delay	248.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.69		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	133.4%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	776	105	118	569	353	53	286	251	281	398	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.97		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.94		1.00	0.93		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1815		1770	1712		1770	1677		1770	1853	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1815		1770	1712		1770	1677		1770	1853	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	26	776	105	118	569	353	53	286	251	281	398	10
RTOR Reduction (vph)	0	5	0	0	22	0	0	32	0	0	1	0
Lane Group Flow (vph)	26	876	0	118	900	0	53	505	0	281	407	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	2.4	41.2		5.0	43.8		4.0	24.8		13.0	33.8	
Effective Green, g (s)	2.4	41.2		5.0	43.8		4.0	24.8		13.0	33.8	
Actuated g/C Ratio	0.02	0.41		0.05	0.44		0.04	0.25		0.13	0.34	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	42	748		89	750		71	416		230	626	
v/s Ratio Prot	0.01	0.48		c0.07	c0.53		0.03	c0.30		c0.16	0.22	
v/s Ratio Perm												
v/c Ratio	0.62	1.17		1.33	1.20		0.75	1.21		1.22	0.65	
Uniform Delay, d1	48.3	29.4		47.5	28.1		47.5	37.6		43.5	28.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.2	91.1		205.4	102.7		34.2	117.0		132.3	2.4	
Delay (s)	72.5	120.5		252.9	130.8		81.7	154.6		175.8	30.5	
Level of Service	E	F		F	F		F	F		F	C	
Approach Delay (s)		119.1			144.6			148.0			89.8	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	126.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	115.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



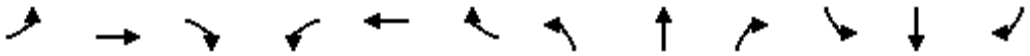
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	787	541	345	1019	0	0	0	0	195	3159	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	
Lane Util. Factor		0.95		1.00	1.00						0.86	
Frpb, ped/bikes		0.98		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.94		1.00	1.00						1.00	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3273		1770	1863						6372	
Flt Permitted		1.00		0.95	1.00						1.00	
Satd. Flow (perm)		3273		1770	1863						6372	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	787	541	345	1019	0	0	0	0	195	3159	27
RTOR Reduction (vph)	0	88	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	1240	0	345	1019	0	0	0	0	0	3380	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						5
Turn Type				Prot						Perm		
Protected Phases		4		3	8						2	
Permitted Phases										2		
Actuated Green, G (s)		27.0		12.0	43.0						37.5	
Effective Green, g (s)		27.0		12.0	43.0						39.0	
Actuated g/C Ratio		0.27		0.12	0.43						0.39	
Clearance Time (s)		4.0		4.0	4.0						5.5	
Vehicle Extension (s)		3.0		3.0	3.0						5.0	
Lane Grp Cap (vph)		884		212	801						2485	
v/s Ratio Prot		c0.38		c0.19	0.55							
v/s Ratio Perm											0.53	
v/c Ratio		1.40		1.63	1.27						1.36	
Uniform Delay, d1		36.5		44.0	28.5						30.5	
Progression Factor		1.00		0.66	1.26						0.60	
Incremental Delay, d2		187.9		284.3	123.4						162.3	
Delay (s)		224.4		313.1	159.4						180.6	
Level of Service		F		F	F						F	
Approach Delay (s)		224.4			198.3			0.0			180.6	
Approach LOS		F			F			A			F	

Intersection Summary			
HCM Average Control Delay	194.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	119.7%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

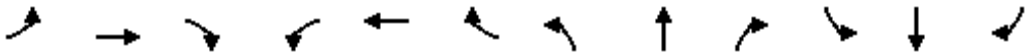
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	582	400	527	1067	298	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0	4.0	
Lane Util. Factor	0.95			0.95	1.00	
Frpb, ped/bikes	0.97			1.00	0.98	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	0.94			1.00	0.91	
Flt Protected	1.00			0.98	0.98	
Satd. Flow (prot)	3217			3482	1631	
Flt Permitted	1.00			0.98	0.98	
Satd. Flow (perm)	3217			3482	1631	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	582	400	527	1067	298	594
RTOR Reduction (vph)	123	0	0	0	72	0
Lane Group Flow (vph)	859	0	0	1594	821	0
Confl. Peds. (#/hr)		15	15		15	15
Confl. Bikes (#/hr)		5				
Turn Type			Split			
Protected Phases	6		2	2	4	
Permitted Phases						
Actuated Green, G (s)	19.0			34.0	35.0	
Effective Green, g (s)	19.0			34.0	35.0	
Actuated g/C Ratio	0.19			0.34	0.35	
Clearance Time (s)	4.0			4.0	4.0	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	611			1184	571	
v/s Ratio Prot	c0.27			c0.46	c0.50	
v/s Ratio Perm						
v/c Ratio	1.41			1.35	1.44	
Uniform Delay, d1	40.5			33.0	32.5	
Progression Factor	1.04			0.37	1.00	
Incremental Delay, d2	183.5			156.4	206.5	
Delay (s)	225.5			168.5	239.0	
Level of Service	F			F	F	
Approach Delay (s)	225.5			168.5	239.0	
Approach LOS	F			F	F	

Intersection Summary			
HCM Average Control Delay	202.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	138.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	400	770	10	10	801	18	261	12	10	40	10	532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			0.97	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			1.00			0.88	
Flt Protected		0.98			1.00			0.96			1.00	
Satd. Flow (prot)		3474			3520			1770			1578	
Flt Permitted		0.98			1.00			0.96			1.00	
Satd. Flow (perm)		3474			3520			1770			1578	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	400	770	10	10	801	18	261	12	10	40	10	532
RTOR Reduction (vph)	0	1	0	0	2	0	0	2	0	0	362	0
Lane Group Flow (vph)	0	1179	0	0	827	0	0	281	0	0	220	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						
Turn Type	Split			Split			Split			Split		
Protected Phases	6	6		2	2		8	8		4	4	
Permitted Phases												
Actuated Green, G (s)		23.0			19.0			21.0			21.0	
Effective Green, g (s)		23.0			19.0			21.0			21.0	
Actuated g/C Ratio		0.23			0.19			0.21			0.21	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		799			669			372			331	
v/s Ratio Prot		c0.34			c0.24			c0.16			c0.14	
v/s Ratio Perm												
v/c Ratio		1.48			1.24			0.76			0.67	
Uniform Delay, d1		38.5			40.5			37.1			36.3	
Progression Factor		1.11			0.99			1.00			1.00	
Incremental Delay, d2		214.8			112.6			13.4			10.1	
Delay (s)		257.6			152.7			50.5			46.4	
Level of Service		F			F			D			D	
Approach Delay (s)		257.6			152.7			50.5			46.4	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM Average Control Delay	164.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	124.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



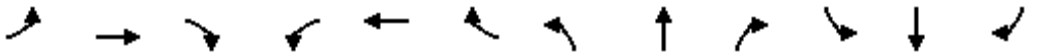
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	739	78	0	0	128	10	651	3206	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			1.00			1.00				
Flpb, ped/bikes	0.97	0.98			1.00			1.00				
Frt	1.00	1.00			0.99			1.00				
Flt Protected	0.95	0.96			1.00			0.99				
Satd. Flow (prot)	1632	1660			1838			6315				
Flt Permitted	0.64	0.65			1.00			0.99				
Satd. Flow (perm)	1099	1115			1838			6315				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	739	78	0	0	128	10	651	3206	77	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	399	418	0	0	138	0	0	3931	0	0	0	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)									5			
Turn Type	Perm						Perm					
Protected Phases		2			2			4				
Permitted Phases	2						4					
Actuated Green, G (s)	34.0	34.0			34.0			58.0				
Effective Green, g (s)	34.0	34.0			34.0			58.0				
Actuated g/C Ratio	0.34	0.34			0.34			0.58				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	374	379			625			3663				
v/s Ratio Prot					0.08							
v/s Ratio Perm	0.36	c0.37						0.62				
v/c Ratio	1.07	1.10			0.22			1.07				
Uniform Delay, d1	33.0	33.0			23.5			21.0				
Progression Factor	0.17	0.17			1.00			1.00				
Incremental Delay, d2	35.9	50.5			0.8			39.1				
Delay (s)	41.4	56.1			24.4			60.1				
Level of Service	D	E			C			E				
Approach Delay (s)		48.9			24.4			60.1			0.0	
Approach LOS		D			C			E			A	

Intersection Summary			
HCM Average Control Delay	57.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	145	567	65	164	1267	57	92	491	332	29	257	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.94		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1823		1770	3507		1770	1717		1770	1850	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1823		1770	3507		1770	1717		1770	1850	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	145	567	65	164	1267	57	92	491	332	29	257	10
RTOR Reduction (vph)	0	7	0	0	5	0	0	35	0	0	2	0
Lane Group Flow (vph)	145	625	0	164	1319	0	92	788	0	29	265	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.0	17.0		4.0	17.0		4.0	26.4		1.6	24.0	
Effective Green, g (s)	4.0	17.0		4.0	17.0		4.0	26.4		1.6	24.0	
Actuated g/C Ratio	0.06	0.26		0.06	0.26		0.06	0.41		0.02	0.37	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	109	477		109	917		109	697		44	683	
v/s Ratio Prot	0.08	0.34		c0.09	c0.38		c0.05	c0.46		0.02	0.14	
v/s Ratio Perm												
v/c Ratio	1.33	1.31		1.50	1.44		0.84	1.13		0.66	0.39	
Uniform Delay, d1	30.5	24.0		30.5	24.0		30.2	19.3		31.4	15.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	198.4	154.4		268.7	203.4		41.7	76.0		30.4	1.7	
Delay (s)	228.9	178.4		299.2	227.4		71.9	95.3		61.8	16.8	
Level of Service	F	F		F	F		E	F		E	B	
Approach Delay (s)		187.8			235.3			93.0			21.2	
Approach LOS		F			F			F			C	

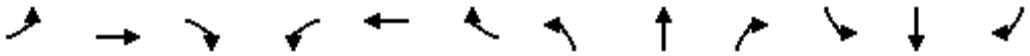
Intersection Summary			
HCM Average Control Delay	169.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	410	0	396	158	620	10	799	1292	0	0	673	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	0.95	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	0.87		1.00	1.00		1.00	1.00			1.00	0.94
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.86		1.00	1.00		1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1681	1323		1770	3526		1770	1863			1863	1481
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1681	1323		1770	3526		1770	1863			1863	1481
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	410	0	396	158	620	10	799	1292	0	0	673	80
RTOR Reduction (vph)	0	333	0	0	1	0	0	0	0	0	0	47
Lane Group Flow (vph)	369	104	0	158	629	0	799	1292	0	0	673	33
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Split			Split			Prot					Perm
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases												6
Actuated Green, G (s)	16.0	16.0		12.0	12.0		18.0	50.0			28.0	28.0
Effective Green, g (s)	16.0	16.0		12.0	12.0		18.0	50.0			28.0	28.0
Actuated g/C Ratio	0.16	0.16		0.12	0.12		0.18	0.50			0.28	0.28
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	269	212		212	423		319	932			522	415
v/s Ratio Prot	c0.22	0.08		0.09	c0.18		c0.45	c0.69			0.36	
v/s Ratio Perm												0.02
v/c Ratio	1.37	0.49		0.75	1.49		2.50	1.39			1.29	0.08
Uniform Delay, d1	42.0	38.3		42.5	44.0		41.0	25.0			36.0	26.5
Progression Factor	1.00	1.00		1.00	1.00		1.27	0.43			1.00	1.00
Incremental Delay, d2	189.1	1.8		13.3	231.6		678.0	174.4			144.1	0.4
Delay (s)	231.1	40.1		55.8	275.6		730.1	185.1			180.1	26.9
Level of Service	F	D		E	F		F	F			F	C
Approach Delay (s)		127.6			231.5			393.3			163.8	
Approach LOS		F			F			F			F	

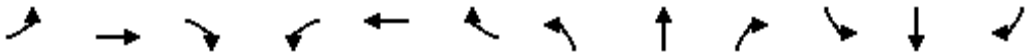
Intersection Summary			
HCM Average Control Delay	277.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	135.5%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	230	571	10	475	652	0	0	962	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		4.0	4.0			4.0	
Lane Util. Factor					0.95		1.00	1.00			1.00	
Frpb, ped/bikes					1.00		1.00	1.00			1.00	
Flpb, ped/bikes					0.99		1.00	1.00			1.00	
Frt					1.00		1.00	1.00			1.00	
Flt Protected					0.99		0.95	1.00			1.00	
Satd. Flow (prot)					3457		1770	1863			1857	
Flt Permitted					0.99		0.95	1.00			1.00	
Satd. Flow (perm)					3457		1770	1863			1857	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	230	571	10	475	652	0	0	962	20
RTOR Reduction (vph)	0	0	0	0	2	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	0	809	0	475	652	0	0	981	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)						5			5			5
Turn Type				Perm			Prot					
Protected Phases					2		3	8			4	
Permitted Phases				2								
Actuated Green, G (s)					13.0		11.0	39.0			24.0	
Effective Green, g (s)					13.0		11.0	39.0			24.0	
Actuated g/C Ratio					0.22		0.18	0.65			0.40	
Clearance Time (s)					4.0		4.0	4.0			4.0	
Vehicle Extension (s)					3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)					749		325	1211			743	
v/s Ratio Prot							c0.27	0.35			c0.53	
v/s Ratio Perm					0.23							
v/c Ratio					1.08		1.46	0.54			1.32	
Uniform Delay, d1					23.5		24.5	5.7			18.0	
Progression Factor					1.00		1.05	1.16			1.00	
Incremental Delay, d2					56.9		209.3	0.2			153.4	
Delay (s)					80.4		235.1	6.7			171.4	
Level of Service					F		F	A			F	
Approach Delay (s)		0.0			80.4			103.0			171.4	
Approach LOS		A			F			F			F	

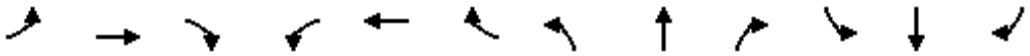
Intersection Summary			
HCM Average Control Delay	119.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	114.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	118	30	151	96	196	13	827	272	265	839	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.98			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.94			0.97			0.99	
Flt Protected		0.98			0.98			1.00			0.99	
Satd. Flow (prot)		1778			1674			1779			1816	
Flt Permitted		0.58			0.75			0.99			0.57	
Satd. Flow (perm)		1057			1285			1754			1052	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	104	118	30	151	96	196	13	827	272	265	839	87
RTOR Reduction (vph)	0	8	0	0	48	0	0	20	0	0	5	0
Lane Group Flow (vph)	0	244	0	0	395	0	0	1092	0	0	1186	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		13.0			13.0			39.0			39.0	
Effective Green, g (s)		13.0			13.0			39.0			39.0	
Actuated g/C Ratio		0.22			0.22			0.65			0.65	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Lane Grp Cap (vph)		229			278			1140			684	
v/s Ratio Prot												
v/s Ratio Perm		0.23			c0.31			0.62			c1.13	
v/c Ratio		1.07			1.42			0.96			1.73	
Uniform Delay, d1		23.5			23.5			9.7			10.5	
Progression Factor		1.00			1.00			1.00			0.62	
Incremental Delay, d2		78.1			209.5			18.3			330.9	
Delay (s)		101.6			233.0			28.1			337.4	
Level of Service		F			F			C			F	
Approach Delay (s)		101.6			233.0			28.1			337.4	
Approach LOS		F			F			C			F	

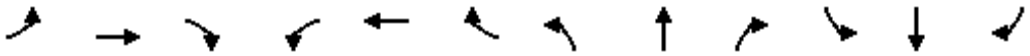
Intersection Summary			
HCM Average Control Delay	187.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.66		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	166.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	432	147	19	177	0	0	0	0	280	1769	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5						5.5	
Lane Util. Factor		1.00			1.00						0.86	
Frpb, ped/bikes		0.99			1.00						0.99	
Flpb, ped/bikes		1.00			1.00						0.99	
Frt		0.97			1.00						0.99	
Flt Protected		1.00			1.00						0.99	
Satd. Flow (prot)		1781			1854						6218	
Flt Permitted		1.00			0.40						0.99	
Satd. Flow (perm)		1781			745						6218	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	432	147	19	177	0	0	0	0	280	1769	182
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	566	0	0	196	0	0	0	0	0	2217	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						5
Turn Type				Perm						Perm		
Protected Phases		4			4						2	
Permitted Phases				4						2		
Actuated Green, G (s)		21.5			21.5						59.5	
Effective Green, g (s)		21.5			21.5						59.5	
Actuated g/C Ratio		0.22			0.22						0.60	
Clearance Time (s)		3.5			3.5						5.5	
Lane Grp Cap (vph)		383			160						3700	
v/s Ratio Prot		c0.32										
v/s Ratio Perm					0.26						0.36	
v/c Ratio		1.48			1.23						0.60	
Uniform Delay, d1		39.2			39.2						12.7	
Progression Factor		1.00			1.00						1.00	
Incremental Delay, d2		229.2			144.2						0.7	
Delay (s)		268.4			183.5						13.5	
Level of Service		F			F						B	
Approach Delay (s)		268.4			183.5			0.0			13.5	
Approach LOS		F			F			A			B	

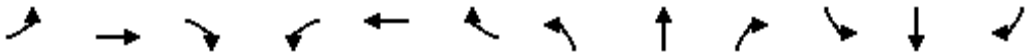
Intersection Summary			
HCM Average Control Delay	73.7	HCM Level of Service	E
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	75	498	162	10	24	218	94	575	457	47	866	55
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	75	498	162	10	24	218	94	575	457	47	866	55

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	735	252	1126	968
Volume Left (vph)	75	10	94	47
Volume Right (vph)	162	218	457	55
Hadj (s)	-0.08	-0.48	-0.19	0.01
Departure Headway (s)	8.5	9.1	8.4	8.6
Degree Utilization, x	1.75	0.64	2.64	2.32
Capacity (veh/h)	426	387	438	425
Control Delay (s)	366.0	26.7	762.1	621.5
Approach Delay (s)	366.0	26.7	762.1	621.5
Approach LOS	F	D	F	F

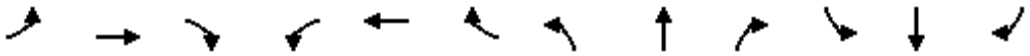
Intersection Summary			
Delay	563.3		
HCM Level of Service	F		
Intersection Capacity Utilization	161.1%	ICU Level of Service	H
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	662	172	0	0	10	126	250	3423	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1770	1863			1863	1556		6359				
Flt Permitted	0.75	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1399	1863			1863	1556		6359				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	662	172	0	0	10	126	250	3423	14	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	1	0	1	0	0	0	0
Lane Group Flow (vph)	662	172	0	0	10	125	0	3686	0	0	0	0
Confl. Peds. (#/hr)			15	15			15		15	15		15
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Perm					Perm	Perm					
Protected Phases		2			2			4				
Permitted Phases	2					2	4					
Actuated Green, G (s)	20.0	20.0			20.0	20.0		72.0				
Effective Green, g (s)	20.0	20.0			20.0	20.0		72.0				
Actuated g/C Ratio	0.20	0.20			0.20	0.20		0.72				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Grp Cap (vph)	280	373			373	311		4578				
v/s Ratio Prot		0.09			0.01							
v/s Ratio Perm	c0.47					0.08		0.58				
v/c Ratio	2.36	0.46			0.03	0.40		0.81				
Uniform Delay, d1	40.0	35.3			32.2	34.8		9.3				
Progression Factor	1.00	1.00			1.00	1.00		0.84				
Incremental Delay, d2	624.9	4.1			0.1	3.8		0.1				
Delay (s)	664.9	39.3			32.3	38.6		8.0				
Level of Service	F	D			C	D		A				
Approach Delay (s)		535.9			38.2			8.0			0.0	
Approach LOS		F			D			A			A	

Intersection Summary			
HCM Average Control Delay	103.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		

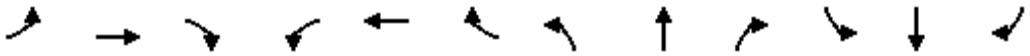
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	24	35	86	10	923	0	1113	72	434	783	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor		1.00		1.00	1.00			1.00	1.00		1.00	
Frpb, ped/bikes		0.98		1.00	0.96			1.00	0.93		1.00	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00		1.00	
Frt		0.96		1.00	0.85			1.00	0.85		1.00	
Flt Protected		0.98		0.95	1.00			1.00	1.00		0.98	
Satd. Flow (prot)		1711		1770	1529			1863	1477		1827	
Flt Permitted		0.98		0.95	1.00			1.00	1.00		0.98	
Satd. Flow (perm)		1711		1770	1529			1863	1477		1827	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	24	35	86	10	923	0	1113	72	434	783	10
RTOR Reduction (vph)	0	17	0	0	493	0	0	0	23	0	0	0
Lane Group Flow (vph)	0	97	0	86	440	0	0	1113	49	0	1227	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)									5			5
Turn Type	Split			Split			Split		Perm	Split		
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)		11.4		24.6	24.6			29.0	29.0		19.0	
Effective Green, g (s)		11.4		24.6	24.6			29.0	29.0		19.0	
Actuated g/C Ratio		0.11		0.25	0.25			0.29	0.29		0.19	
Clearance Time (s)		4.0		4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		195		435	376			540	428		347	
v/s Ratio Prot		c0.06		0.05	c0.29			c0.60			c0.67	
v/s Ratio Perm									0.03			
v/c Ratio		0.50		0.20	1.17			2.06	0.12		3.54	
Uniform Delay, d1		41.6		29.9	37.7			35.5	26.1		40.5	
Progression Factor		1.00		1.00	1.00			0.94	0.94		1.06	
Incremental Delay, d2		2.0		0.2	101.3			478.1	0.0		1141.9	
Delay (s)		43.6		30.1	139.0			511.4	24.5		1184.7	
Level of Service		D		C	F			F	C		F	
Approach Delay (s)		43.6			129.8			481.8			1184.7	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM Average Control Delay	609.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	193.6%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	13	383	127	101	323	12	25	813	69	138	562	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	13	383	127	101	323	12	25	813	69	138	562	11

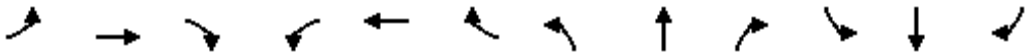
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	523	436	907	711
Volume Left (vph)	13	101	25	138
Volume Right (vph)	127	12	69	11
Hadj (s)	-0.11	0.06	-0.01	0.06
Departure Headway (s)	9.5	9.6	9.6	9.6
Degree Utilization, x	1.37	1.17	2.41	1.90
Capacity (veh/h)	390	378	385	379
Control Delay (s)	210.3	130.3	662.2	437.7
Approach Delay (s)	210.3	130.3	662.2	437.7
Approach LOS	F	F	F	F

Intersection Summary			
Delay	418.5		
HCM Level of Service	F		
Intersection Capacity Utilization	152.0%	ICU Level of Service	H
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	566	196	10	267	79	10	723	175	187	652	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5			3.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.97			0.97			1.00	
Flt Protected		1.00			1.00			1.00			0.99	
Satd. Flow (prot)		1771			1783			1798			1837	
Flt Permitted		0.90			0.98			0.99			0.67	
Satd. Flow (perm)		1602			1742			1784			1244	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	81	566	196	10	267	79	10	723	175	187	652	10
RTOR Reduction (vph)	0	22	0	0	21	0	0	17	0	0	1	0
Lane Group Flow (vph)	0	821	0	0	335	0	0	891	0	0	848	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		14.5			14.5			28.5			28.5	
Effective Green, g (s)		14.5			14.5			28.5			28.5	
Actuated g/C Ratio		0.29			0.29			0.57			0.57	
Clearance Time (s)		3.5			3.5			3.5			3.5	
Lane Grp Cap (vph)		465			505			1017			709	
v/s Ratio Prot												
v/s Ratio Perm		c0.51			0.19			0.50			c0.68	
v/c Ratio		1.77			0.66			0.88			1.20	
Uniform Delay, d1		17.8			15.6			9.2			10.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		353.2			6.7			10.5			101.7	
Delay (s)		371.0			22.4			19.7			112.5	
Level of Service		F			C			B			F	
Approach Delay (s)		371.0			22.4			19.7			112.5	
Approach LOS		F			C			B			F	

Intersection Summary			
HCM Average Control Delay	146.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	174.4%	ICU Level of Service	H
Analysis Period (min)	15		

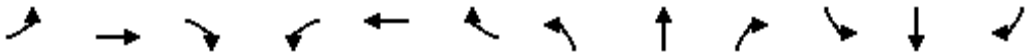
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	0	409	320	692	619	10	428	0	0	334	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor		1.00		0.91	0.91		1.00	1.00			1.00	
Frpb, ped/bikes		0.93		1.00	0.96		1.00	1.00			0.96	
Flpb, ped/bikes		1.00		1.00	1.00		1.00	1.00			1.00	
Frt		0.90		1.00	0.93		1.00	1.00			0.91	
Flt Protected		0.99		0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)		1535		1610	3014		1770	1863			1644	
Flt Permitted		0.99		0.95	1.00		0.95	1.00			1.00	
Satd. Flow (perm)		1535		1610	3014		1770	1863			1644	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	138	0	409	320	692	619	10	428	0	0	334	570
RTOR Reduction (vph)	0	107	0	0	155	0	0	0	0	0	61	0
Lane Group Flow (vph)	0	440	0	288	1189	0	10	428	0	0	843	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Split			Split			Prot					
Protected Phases	4	4		8	8		5	2			6	
Permitted Phases												
Actuated Green, G (s)		21.0		25.0	25.0		4.0	42.0			34.0	
Effective Green, g (s)		21.0		25.0	25.0		4.0	42.0			34.0	
Actuated g/C Ratio		0.21		0.25	0.25		0.04	0.42			0.34	
Clearance Time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
Lane Grp Cap (vph)		322		403	754		71	782			559	
v/s Ratio Prot		c0.29		0.18	c0.39		0.01	c0.23			c0.51	
v/s Ratio Perm												
v/c Ratio		1.37		0.71	1.58		0.14	0.55			1.51	
Uniform Delay, d1		39.5		34.2	37.5		46.3	21.8			33.0	
Progression Factor		1.00		0.88	0.85		1.38	0.90			1.18	
Incremental Delay, d2		184.1		10.2	265.6		3.9	2.6			229.2	
Delay (s)		223.6		40.2	297.5		67.7	22.3			268.2	
Level of Service		F		D	F		E	C			F	
Approach Delay (s)		223.6			252.0			23.4			268.2	
Approach LOS		F			F			C			F	

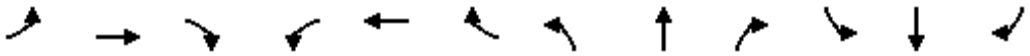
Intersection Summary			
HCM Average Control Delay	223.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	131.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	32	672	0	0	0	0	0	1422	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5						3.5	
Lane Util. Factor					0.91						0.91	
Frpb, ped/bikes					1.00						1.00	
Flpb, ped/bikes					1.00						1.00	
Frt					1.00						0.99	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5071						5002	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5071						5002	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	32	672	0	0	0	0	0	1422	144
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	24	0
Lane Group Flow (vph)	0	0	0	0	694	0	0	0	0	0	1542	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)						5						5
Turn Type				Perm								
Protected Phases					4						2	
Permitted Phases				4								
Actuated Green, G (s)					17.5						20.5	
Effective Green, g (s)					17.5						20.5	
Actuated g/C Ratio					0.35						0.41	
Clearance Time (s)					3.5						3.5	
Lane Grp Cap (vph)					1775						2051	
v/s Ratio Prot											c0.31	
v/s Ratio Perm					0.14							
v/c Ratio					0.39						0.75	
Uniform Delay, d1					12.2						12.6	
Progression Factor					1.00						0.68	
Incremental Delay, d2					0.6						1.9	
Delay (s)					12.9						10.6	
Level of Service					B						B	
Approach Delay (s)		0.0			12.9			0.0			10.6	
Approach LOS		A			B			A			B	

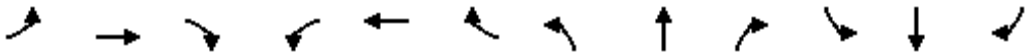
Intersection Summary			
HCM Average Control Delay	11.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	201	10	0	0	0	10	951	533	747	966	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.99					1.00	0.97		1.00	1.00	
Flpb, ped/bikes		0.99					1.00	1.00		1.00	1.00	
Frt		0.99					1.00	0.95		1.00	1.00	
Flt Protected		1.00					0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1823					1770	1707		1770	1857	
Flt Permitted		1.00					0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1823					1770	1707		1770	1857	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	201	10	0	0	0	10	951	533	747	966	10
RTOR Reduction (vph)	0	2	0	0	0	0	0	20	0	0	0	0
Lane Group Flow (vph)	0	219	0	0	0	0	10	1464	0	747	976	0
Confl. Peds. (#/hr)	45		45	45		45	45		45	45		45
Confl. Bikes (#/hr)			5						5			5
Turn Type	Perm						Prot			Prot		
Protected Phases		4					5	2		1	6	
Permitted Phases	4											
Actuated Green, G (s)		8.0					4.0	49.0		31.0	76.0	
Effective Green, g (s)		8.0					4.0	49.0		31.0	76.0	
Actuated g/C Ratio		0.08					0.04	0.49		0.31	0.76	
Clearance Time (s)		4.0					4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0					3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		146					71	836		549	1411	
v/s Ratio Prot							0.01	c0.86		c0.42	0.53	
v/s Ratio Perm		0.12										
v/c Ratio		1.50					0.14	1.75		1.36	0.69	
Uniform Delay, d1		46.0					46.3	25.5		34.5	6.1	
Progression Factor		1.00					0.86	0.73		1.00	1.00	
Incremental Delay, d2		257.8					1.3	339.4		173.8	2.8	
Delay (s)		303.8					41.4	358.1		208.3	8.9	
Level of Service		F					D	F		F	A	
Approach Delay (s)		303.8			0.0			356.0			95.4	
Approach LOS		F			A			F			F	

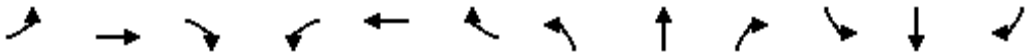
Intersection Summary			
HCM Average Control Delay	222.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	153.8%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	1206	200	0	0	0	0	643	675	331	557	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
Lane Util. Factor	1.00	0.95						0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	0.99						0.99	0.93	1.00	1.00	
Flpb, ped/bikes	0.92	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.98						0.99	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1622	3432						1732	1397	1770	1863	
Flt Permitted	0.95	1.00						1.00	1.00	0.17	1.00	
Satd. Flow (perm)	1622	3432						1732	1397	317	1863	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	101	1206	200	0	0	0	0	643	675	331	557	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	4	87	0	0	0
Lane Group Flow (vph)	101	1393	0	0	0	0	0	707	520	331	557	0
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)			5						5			5
Turn Type	Perm								Perm	Perm		
Protected Phases		2						8			4	
Permitted Phases	2								8	4		
Actuated Green, G (s)	29.5	29.5						53.5	53.5	53.5	53.5	
Effective Green, g (s)	29.5	29.5						53.5	53.5	53.5	53.5	
Actuated g/C Ratio	0.29	0.29						0.54	0.54	0.54	0.54	
Clearance Time (s)	3.5	3.5						3.5	3.5	3.5	3.5	
Lane Grp Cap (vph)	478	1012						927	747	170	997	
v/s Ratio Prot		c0.41						0.41			0.30	
v/s Ratio Perm	0.06								0.37	c1.04		
v/c Ratio	0.21	1.38						0.76	0.70	1.95	0.56	
Uniform Delay, d1	26.5	35.2						18.3	17.2	23.2	15.4	
Progression Factor	0.66	0.69						1.15	1.36	1.00	1.00	
Incremental Delay, d2	0.1	169.8						0.6	0.5	446.9	2.3	
Delay (s)	17.5	194.0						21.5	23.9	470.2	17.7	
Level of Service	B	F						C	C	F	B	
Approach Delay (s)		182.2			0.0			22.6			186.3	
Approach LOS		F			A			C			F	

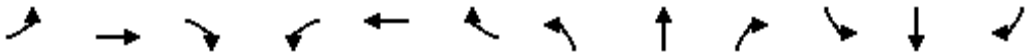
Intersection Summary			
HCM Average Control Delay	126.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.75		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	116.8%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	431	1628	300	0	0	0	0	0	0	287	542	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5								3.5	3.5	
Lane Util. Factor	1.00	0.95								0.91	0.91	
Frpb, ped/bikes	1.00	0.98								1.00	1.00	
Flpb, ped/bikes	1.00	1.00								0.88	0.99	
Frt	1.00	0.98								1.00	1.00	
Flt Protected	0.95	1.00								0.95	1.00	
Satd. Flow (prot)	1770	3396								1417	3361	
Flt Permitted	0.95	1.00								0.95	1.00	
Satd. Flow (perm)	1770	3396								1417	3361	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	431	1628	300	0	0	0	0	0	0	287	542	0
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	431	1913	0	0	0	0	0	0	0	258	571	0
Confl. Peds. (#/hr)			72							72		
Turn Type	Perm									Perm		
Protected Phases		1									2	
Permitted Phases	1									2		
Actuated Green, G (s)	61.5	61.5								21.5	21.5	
Effective Green, g (s)	61.5	61.5								21.5	21.5	
Actuated g/C Ratio	0.62	0.62								0.22	0.22	
Clearance Time (s)	3.5	3.5								3.5	3.5	
Lane Grp Cap (vph)	1089	2089								305	723	
v/s Ratio Prot		c0.56										
v/s Ratio Perm	0.24									c0.18	0.17	
v/c Ratio	0.40	0.92								0.85	0.79	
Uniform Delay, d1	9.8	17.0								37.7	37.1	
Progression Factor	0.81	0.68								0.88	0.88	
Incremental Delay, d2	0.1	0.8								2.8	0.8	
Delay (s)	8.1	12.4								36.0	33.4	
Level of Service	A	B								D	C	
Approach Delay (s)		11.6			0.0			0.0			34.2	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
Description: 10% of time for LRT			

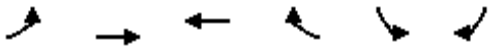
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	701	650	0	0	0	123	0	2926	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	1.00				1.00		1.00				
Frt	1.00	1.00				0.86		1.00				
Flt Protected	0.95	1.00				1.00		1.00				
Satd. Flow (prot)	3221	1687				1611		5071				
Flt Permitted	0.95	1.00				1.00		1.00				
Satd. Flow (perm)	3221	1687				1611		5071				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	701	650	0	0	0	123	0	2926	39	0	0	0
RTOR Reduction (vph)	73	6	0	0	0	21	0	3	0	0	0	0
Lane Group Flow (vph)	558	714	0	0	0	102	0	2962	0	0	0	0
Confl. Peds. (#/hr)			25	25			25		25	25		25
Confl. Bikes (#/hr)			5						5			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	15.5	24.5				5.5		18.5				
Effective Green, g (s)	15.5	24.5				5.5		18.5				
Actuated g/C Ratio	0.31	0.49				0.11		0.37				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	999	827				177		1876				
v/s Ratio Prot	0.17	c0.27				0.06		c0.58				
v/s Ratio Perm		0.16										
v/c Ratio	0.56	0.86				0.57		1.58				
Uniform Delay, d1	14.4	11.3				21.1		15.8				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	2.3	11.6				12.9		263.2				
Delay (s)	16.6	22.9				34.0		279.0				
Level of Service	B	C				C		F				
Approach Delay (s)		20.0			34.0			279.0			0.0	
Approach LOS		B			C			F			A	

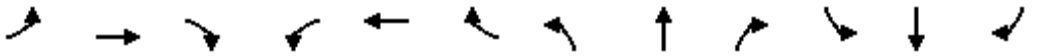
Intersection Summary			
HCM Average Control Delay	193.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	998	609	956	0	128	967
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0		4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frpb, ped/bikes	1.00	1.00	1.00		0.96	
Flpb, ped/bikes	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	1.00		0.88	
Flt Protected	0.95	1.00	1.00		0.99	
Satd. Flow (prot)	1770	1863	1863		1569	
Flt Permitted	0.95	1.00	1.00		0.99	
Satd. Flow (perm)	1770	1863	1863		1569	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	998	609	956	0	128	967
RTOR Reduction (vph)	0	0	0	0	363	0
Lane Group Flow (vph)	998	609	956	0	732	0
Confl. Peds. (#/hr)	5			5	5	5
Confl. Bikes (#/hr)				5		5
Turn Type	Prot					
Protected Phases	7	4	8		1	
Permitted Phases						
Actuated Green, G (s)	25.5	33.0	23.0		14.0	
Effective Green, g (s)	25.5	33.0	23.0		14.0	
Actuated g/C Ratio	0.34	0.44	0.31		0.19	
Clearance Time (s)	4.5	4.0	4.0		4.0	
Vehicle Extension (s)	2.5	4.5	4.5		3.0	
Lane Grp Cap (vph)	602	820	571		293	
v/s Ratio Prot	c0.56	0.33	c0.51		c0.47	
v/s Ratio Perm						
v/c Ratio	1.66	0.74	1.67		2.50	
Uniform Delay, d1	24.8	17.5	26.0		30.5	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	303.4	4.1	311.1		684.7	
Delay (s)	328.1	21.6	337.1		715.2	
Level of Service	F	C	F		F	
Approach Delay (s)		212.0	337.1		715.2	
Approach LOS		F	F		F	

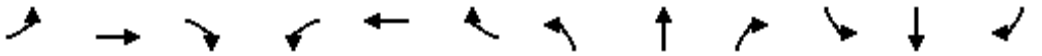
Intersection Summary			
HCM Average Control Delay	395.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.85		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.5
Intersection Capacity Utilization	182.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	2792	191	138	1468	0	0	0	1027
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6167		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6167		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2792	191	138	1468	0	0	0	1027
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	0	398
Lane Group Flow (vph)	0	0	0	0	2973	0	138	1468	0	0	0	629
Confl. Peds. (#/hr)	45		45	45		45			45	45		
Confl. Bikes (#/hr)						5			5			
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					15.5		8.0	25.5				13.5
Effective Green, g (s)					15.5		8.0	25.5				13.5
Actuated g/C Ratio					0.31		0.16	0.51				0.27
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					1912		549	1715				752
v/s Ratio Prot					c0.48		0.04	c0.44				0.23
v/s Ratio Perm												
v/c Ratio					1.56		0.25	0.86				0.84
Uniform Delay, d1					17.2		18.4	10.7				17.2
Progression Factor					1.33		0.95	1.19				1.29
Incremental Delay, d2					250.0		0.1	3.2				6.2
Delay (s)					273.0		17.5	15.9				28.3
Level of Service					F		B	B				C
Approach Delay (s)		0.0			273.0			16.1			28.3	
Approach LOS		A			F			B			C	

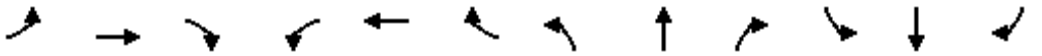
Intersection Summary			
HCM Average Control Delay	154.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	16	1801	291	447	1081	0	0	456	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.91		0.91	0.91			0.95	0.95
Frpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.98		1.00	1.00			0.97	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					4935		1610	3383			1709	1504
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					4935		1610	3383			1709	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	16	1801	291	447	1081	0	0	456	617
RTOR Reduction (vph)	0	0	0	0	43	0	0	0	0	0	9	9
Lane Group Flow (vph)	0	0	0	0	2065	0	402	1126	0	0	564	491
Confl. Peds. (#/hr)	45		45	45		45			45	45		
Confl. Bikes (#/hr)						5			5			5
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					23.5		8.5	8.5			7.5	7.5
Effective Green, g (s)					23.5		8.5	8.5			7.5	7.5
Actuated g/C Ratio					0.47		0.17	0.17			0.15	0.15
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					2319		274	575			256	226
v/s Ratio Prot							0.25	c0.33			c0.33	0.33
v/s Ratio Perm					0.42							
v/c Ratio					0.89		1.47	1.96			2.20	2.17
Uniform Delay, d1					12.1		20.8	20.8			21.2	21.2
Progression Factor					0.93		1.22	1.20			1.27	1.28
Incremental Delay, d2					3.3		227.9	437.1			551.5	539.2
Delay (s)					14.5		253.1	462.1			578.5	566.3
Level of Service					B		F	F			F	F
Approach Delay (s)		0.0			14.5			407.1			572.8	
Approach LOS		A			B			F			F	

Intersection Summary			
HCM Average Control Delay	269.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	113.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

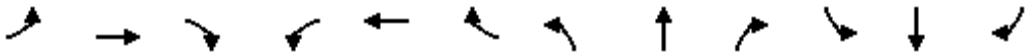


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	444	2140	0	0	0	0	0	837	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				3.5	3.5						3.5	3.5
Lane Util. Factor				0.86	0.86						0.95	1.00
Frpb, ped/bikes				1.00	1.00						1.00	0.93
Flpb, ped/bikes				0.93	1.00						1.00	1.00
Frt				1.00	1.00						1.00	0.85
Flt Protected				0.95	1.00						1.00	1.00
Satd. Flow (prot)				1415	4794						3539	1468
Flt Permitted				0.95	1.00						1.00	1.00
Satd. Flow (perm)				1415	4794						3539	1468
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	444	2140	0	0	0	0	0	837	35
RTOR Reduction (vph)	0	0	0	113	2	0	0	0	0	0	0	25
Lane Group Flow (vph)	0	0	0	287	2182	0	0	0	0	0	837	10
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)						5						5
Turn Type				Perm								Perm
Protected Phases					1						2	
Permitted Phases				1								2
Actuated Green, G (s)				55.5	55.5						27.5	27.5
Effective Green, g (s)				55.5	55.5						27.5	27.5
Actuated g/C Ratio				0.56	0.56						0.28	0.28
Clearance Time (s)				3.5	3.5						3.5	3.5
Lane Grp Cap (vph)				785	2661						973	404
v/s Ratio Prot											c0.24	
v/s Ratio Perm				0.20	0.46							0.01
v/c Ratio				0.36	0.82						0.86	0.02
Uniform Delay, d1				12.4	18.2						34.4	26.5
Progression Factor				1.00	1.00						0.70	0.27
Incremental Delay, d2				1.3	3.0						5.9	0.1
Delay (s)				13.7	21.1						29.9	7.1
Level of Service				B	C						C	A
Approach Delay (s)		0.0			20.0			0.0			29.0	
Approach LOS		A			B			A			C	

Intersection Summary			
HCM Average Control Delay	22.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			

Movement	EBL	EBT	EBR	NBR	SBL	SBT	NEL	NER	NER2
Lane Configurations									
Volume (vph)	132	1506	510	144	470	744	40	420	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Lane Util. Factor		0.86		0.88	0.91	0.91	1.00	0.91	
Frpb, ped/bikes		0.99		1.00	1.00	1.00	0.97	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.96		0.85	1.00	1.00	0.88	0.85	
Flt Protected		1.00		1.00	0.95	1.00	0.99	1.00	
Satd. Flow (prot)		6097		2787	1610	3375	1584	2882	
Flt Permitted		1.00		1.00	0.95	1.00	0.99	1.00	
Satd. Flow (perm)		6097		2787	1610	3375	1584	2882	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	132	1506	510	144	470	744	40	420	64
RTOR Reduction (vph)	0	0	0	103	0	0	0	21	0
Lane Group Flow (vph)	0	2148	0	41	395	819	179	324	0
Confl. Peds. (#/hr)	15		15				15	15	15
Confl. Bikes (#/hr)									
Turn Type	Perm			custom	Perm			Prot	
Protected Phases		2				1	3	3	
Permitted Phases	2			1	1				
Actuated Green, G (s)		42.1		30.1	30.1	30.1	21.8	21.8	
Effective Green, g (s)		42.1		30.1	30.1	30.1	21.8	21.8	
Actuated g/C Ratio		0.40		0.29	0.29	0.29	0.21	0.21	
Clearance Time (s)		4.0		3.5	3.5	3.5	4.0	4.0	
Vehicle Extension (s)		3.0		2.0	2.0	2.0	4.0	4.0	
Lane Grp Cap (vph)		2433		795	459	963	327	596	
v/s Ratio Prot							c0.11	0.11	
v/s Ratio Perm		0.35		0.01	c0.25	0.24			
v/c Ratio		0.88		0.05	0.86	0.85	0.55	0.54	
Uniform Delay, d1		29.4		27.3	35.7	35.6	37.4	37.4	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.1		0.0	14.7	7.0	2.3	1.3	
Delay (s)		34.5		27.4	50.4	42.6	39.8	38.7	
Level of Service		C		C	D	D	D	D	
Approach Delay (s)		34.5				45.1	39.1		
Approach LOS		C				D	D		

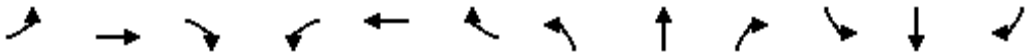
Intersection Summary			
HCM Average Control Delay	38.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	11.5
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	536	1362	106	0	0	0	0	875	715	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0			
Lane Util. Factor	0.81	0.81						0.91	0.91			
Frpb, ped/bikes	1.00	1.00						0.99	0.95			
Flpb, ped/bikes	1.00	1.00						1.00	1.00			
Frt	1.00	0.99						0.97	0.85			
Flt Protected	0.95	1.00						1.00	1.00			
Satd. Flow (prot)	1290	5930						3253	1375			
Flt Permitted	0.95	1.00						1.00	1.00			
Satd. Flow (perm)	1290	5930						3253	1375			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	536	1362	106	0	0	0	0	875	715	0	0	0
RTOR Reduction (vph)	29	49	0	0	0	0	0	5	5	0	0	0
Lane Group Flow (vph)	362	1564	0	0	0	0	0	1099	481	0	0	0
Confl. Peds. (#/hr)	45		45	45		45	45		45	45		45
Confl. Bikes (#/hr)			5						5			
Parking (#/hr)	0											
Turn Type	Split								Perm			
Protected Phases	1	1						2				
Permitted Phases									2			
Actuated Green, G (s)	21.0	21.0						21.0	21.0			
Effective Green, g (s)	21.0	21.0						21.0	21.0			
Actuated g/C Ratio	0.42	0.42						0.42	0.42			
Clearance Time (s)	4.0	4.0						4.0	4.0			
Vehicle Extension (s)	0.2	0.2						0.2	0.2			
Lane Grp Cap (vph)	542	2491						1366	578			
v/s Ratio Prot	c0.28	0.26						0.34				
v/s Ratio Perm									c0.35			
v/c Ratio	0.67	0.63						0.80	0.83			
Uniform Delay, d1	11.7	11.4						12.7	12.9			
Progression Factor	1.00	1.00						1.00	1.00			
Incremental Delay, d2	6.4	1.2						3.3	9.5			
Delay (s)	18.1	12.6						16.0	22.4			
Level of Service	B	B						B	C			
Approach Delay (s)		13.7			0.0			18.0			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

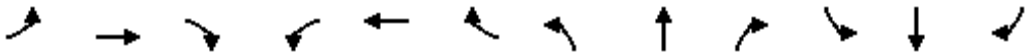
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	892	1142	0	0	0	0	0	137	104	423	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	3.5		
Lane Util. Factor	0.86	0.86						0.91	0.91	1.00		
Frpb, ped/bikes	1.00	1.00						1.00	1.00	1.00		
Flpb, ped/bikes	0.95	0.99						1.00	1.00	1.00		
Frt	1.00	1.00						0.97	0.85	1.00		
Flt Protected	0.95	0.99						1.00	1.00	0.95		
Satd. Flow (prot)	1448	4685						3299	1441	1770		
Flt Permitted	0.95	0.99						1.00	1.00	0.64		
Satd. Flow (perm)	1448	4685						3299	1441	1195		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	892	1142	0	0	0	0	0	137	104	423	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	19	23	0	0	0
Lane Group Flow (vph)	491	1543	0	0	0	0	0	148	51	423	0	0
Confl. Peds. (#/hr)	45		45	45		45	45					45
Confl. Bikes (#/hr)			5									
Turn Type	Perm								Perm	D.Pm		
Protected Phases		1						2				
Permitted Phases	1							2	2	2		
Actuated Green, G (s)	24.5	24.5						18.5	18.5	18.5		
Effective Green, g (s)	24.5	24.5						18.5	18.5	18.5		
Actuated g/C Ratio	0.49	0.49						0.37	0.37	0.37		
Clearance Time (s)	3.5	3.5						3.5	3.5	3.5		
Lane Grp Cap (vph)	710	2296						1221	533	442		
v/s Ratio Prot								0.04				
v/s Ratio Perm	c0.34	0.33							0.04	c0.35		
v/c Ratio	0.69	0.67						0.12	0.10	0.96		
Uniform Delay, d1	9.8	9.7						10.4	10.3	15.4		
Progression Factor	1.08	1.07						1.00	1.00	1.82		
Incremental Delay, d2	3.9	1.1						0.2	0.4	6.2		
Delay (s)	14.5	11.5						10.6	10.6	34.2		
Level of Service	B	B						B	B	C		
Approach Delay (s)		12.3			0.0			10.6			34.2	
Approach LOS		B			A			B			C	

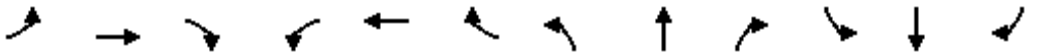
Intersection Summary			
HCM Average Control Delay	15.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	113.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1161	508	0	0	0	0	0	0	74	1208	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5									3.5	
Lane Util. Factor		0.91									0.91	
Frpb, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.95									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		4781									5060	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		4781									5060	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1161	508	0	0	0	0	0	0	74	1208	0
RTOR Reduction (vph)	0	98	0	0	0	0	0	0	0	0	13	0
Lane Group Flow (vph)	0	1571	0	0	0	0	0	0	0	0	1269	0
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)			5									5
Turn Type										Perm		
Protected Phases		1									2	
Permitted Phases										2		
Actuated Green, G (s)		21.5									16.5	
Effective Green, g (s)		21.5									16.5	
Actuated g/C Ratio		0.43									0.33	
Clearance Time (s)		3.5									3.5	
Lane Grp Cap (vph)		2056									1670	
v/s Ratio Prot		c0.33										
v/s Ratio Perm											0.25	
v/c Ratio		0.76									0.76	
Uniform Delay, d1		12.1									15.0	
Progression Factor		0.76									0.73	
Incremental Delay, d2		1.9									2.2	
Delay (s)		11.1									13.2	
Level of Service		B									B	
Approach Delay (s)		11.1			0.0			0.0			13.2	
Approach LOS		B			A			A			B	

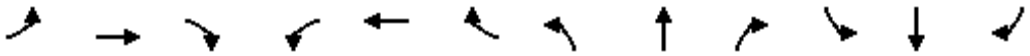
Intersection Summary			
HCM Average Control Delay	12.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	302	76	239	190	0	0	0	0	1306	5	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.91		0.97	1.00					0.95	0.95	1.00
Frpb, ped/bikes		0.98		1.00	1.00					1.00	1.00	0.89
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	1.00
Frt		0.97		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		4820		3433	1863					1681	1686	1404
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		4820		3433	1863					1681	1686	1404
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	302	76	239	190	0	0	0	0	1306	5	705
RTOR Reduction (vph)	0	40	0	0	0	0	0	0	0	0	0	259
Lane Group Flow (vph)	0	338	0	239	190	0	0	0	0	653	658	446
Confl. Peds. (#/hr)			55									55
Turn Type				Prot						Split		Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		25.4		11.2	40.6					51.4	51.4	51.4
Effective Green, g (s)		25.4		11.2	40.6					51.4	51.4	51.4
Actuated g/C Ratio		0.25		0.11	0.41					0.51	0.51	0.51
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		1224		384	756					864	867	722
v/s Ratio Prot		0.07		c0.07	c0.10					0.39	c0.39	
v/s Ratio Perm												0.32
v/c Ratio		0.28		0.62	0.25					0.76	0.76	0.62
Uniform Delay, d1		29.9		42.4	19.6					19.3	19.4	17.3
Progression Factor		1.00		0.67	1.21					1.00	1.00	1.00
Incremental Delay, d2		0.6		3.0	0.8					3.8	3.9	1.6
Delay (s)		30.5		31.3	24.6					23.1	23.2	18.9
Level of Service		C		C	C					C	C	B
Approach Delay (s)		30.5			28.3			0.0			21.7	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	159.6%	ICU Level of Service	H
Analysis Period (min)	15		

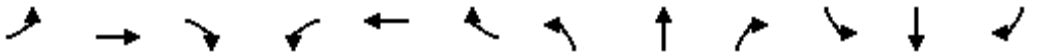
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	1454	0	0	382	437	47	1	1616	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.89	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			3539	1404	1770	1504	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			3539	1404	1770	1504	1504			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	154	1454	0	0	382	437	47	1	1616	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	297	0	5	5	0	0	0
Lane Group Flow (vph)	154	1454	0	0	382	140	47	805	804	0	0	0
Confl. Peds. (#/hr)						55	55					
Turn Type	Prot					Perm	Split		Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	6.0	42.0			32.0	32.0	50.0	50.0	50.0			
Effective Green, g (s)	6.0	42.0			32.0	32.0	50.0	50.0	50.0			
Actuated g/C Ratio	0.06	0.42			0.32	0.32	0.50	0.50	0.50			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	206	1486			1132	449	885	752	752			
v/s Ratio Prot	0.04	c0.41			0.11		0.03	c0.53	0.53			
v/s Ratio Perm						0.10						
v/c Ratio	0.75	0.98			0.34	0.31	0.05	1.07	1.07			
Uniform Delay, d1	46.3	28.6			25.9	25.7	12.8	25.0	25.0			
Progression Factor	1.23	0.55			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	11.2	16.4			0.8	1.8	0.0	53.1	52.7			
Delay (s)	67.9	32.1			26.7	27.5	12.9	78.1	77.7			
Level of Service	E	C			C	C	B	E	E			
Approach Delay (s)		35.6			27.1			76.1			0.0	
Approach LOS		D			C			E			A	

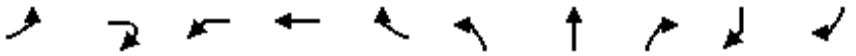
Intersection Summary			
HCM Average Control Delay	50.4	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	159.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



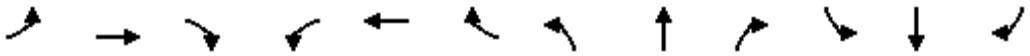
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	238	1445	74	10	531	66	18	21	10	19	10	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3513		1770	3481		1770	1773			1804	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.80	1.00			0.78	1.00
Satd. Flow (perm)	1770	3513		1770	3481		1490	1773			1460	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	238	1445	74	10	531	66	18	21	10	19	10	79
RTOR Reduction (vph)	0	3	0	0	11	0	0	9	0	0	0	71
Lane Group Flow (vph)	238	1516	0	10	586	0	18	22	0	0	29	8
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		7
Actuated Green, G (s)	11.0	31.1		0.7	20.8		5.0	5.0			5.0	5.0
Effective Green, g (s)	11.0	31.1		0.7	20.8		5.0	5.0			5.0	5.0
Actuated g/C Ratio	0.23	0.64		0.01	0.43		0.10	0.10			0.10	0.10
Clearance Time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	403	2262		26	1499		154	184			151	164
v/s Ratio Prot	c0.13	c0.43		0.01	0.17			0.01				
v/s Ratio Perm							0.01				c0.02	0.01
v/c Ratio	0.59	0.67		0.38	0.39		0.12	0.12			0.19	0.05
Uniform Delay, d1	16.6	5.4		23.6	9.4		19.6	19.7			19.8	19.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.5	0.6		3.4	0.1		0.1	0.1			0.2	0.0
Delay (s)	18.2	6.0		27.0	9.5		19.8	19.8			20.0	19.6
Level of Service	B	A		C	A		B	B			C	B
Approach Delay (s)		7.7			9.8			19.8			19.7	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	8.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	48.3	Sum of lost time (s)	7.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



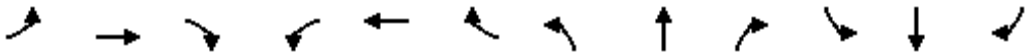
Movement	EBL	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBR	SBR2
Lane Configurations										
Volume (vph)	1003	34	10	10	10	48	1150	10	3147	1398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Lane Util. Factor	0.97	1.00		1.00		1.00	0.86	1.00	*0.91	1.00
Frt	1.00	0.85		0.95		1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00		0.98		0.95	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583		1750		1770	6408	1583	6713	1583
Flt Permitted	0.95	1.00		0.98		0.95	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583		1750		1770	6408	1583	6713	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1003	34	10	10	10	48	1150	10	3147	1398
RTOR Reduction (vph)	0	26	0	10	0	0	0	4	0	464
Lane Group Flow (vph)	1003	8	0	21	0	48	1150	6	3147	934
Turn Type	Prot	custom	Split			Prot		Perm	custom	custom
Protected Phases	4		3	3		5	2		6	
Permitted Phases		4						2		6
Actuated Green, G (s)	21.0	21.0		5.0		5.7	60.9	60.9	51.2	51.2
Effective Green, g (s)	21.0	21.0		5.0		5.7	60.9	60.9	51.2	51.2
Actuated g/C Ratio	0.21	0.21		0.05		0.06	0.61	0.61	0.51	0.51
Clearance Time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	721	332		88		101	3902	964	3437	810
v/s Ratio Prot	c0.29			c0.01		c0.03	0.18		0.47	
v/s Ratio Perm		0.01						0.00		c0.59
v/c Ratio	1.39	0.02		0.23		0.48	0.29	0.01	0.92	1.15
Uniform Delay, d1	39.5	31.4		45.7		45.7	9.3	7.7	22.4	24.4
Progression Factor	0.85	1.11		1.00		0.79	0.54	0.46	1.00	1.00
Incremental Delay, d2	183.1	0.0		1.4		3.2	0.2	0.0	4.4	83.0
Delay (s)	216.7	34.9		47.0		39.2	5.2	3.5	26.8	107.4
Level of Service	F	C		D		D	A	A	C	F
Approach Delay (s)				47.0			6.5			
Approach LOS				D			A			

Intersection Summary			
HCM Average Control Delay	67.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	17.1
Intersection Capacity Utilization	105.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



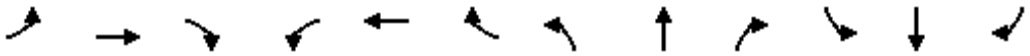
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	182	48	668	220	204	82	561	332	73	435	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98			1.00	0.95	1.00	1.00	
Flpb, ped/bikes	0.98	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.93			1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1741	1794		1770	1686			1851	1503	1770	1854	
Flt Permitted	0.95	1.00		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1741	1794		1770	1686			1851	1503	1770	1854	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	182	48	668	220	204	82	561	332	73	435	10
RTOR Reduction (vph)	0	9	0	0	31	0	0	0	199	0	1	0
Lane Group Flow (vph)	10	221	0	668	393	0	0	643	133	73	444	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.8	9.0		25.2	33.4			30.8	30.8	19.0	19.0	
Effective Green, g (s)	0.8	9.0		25.2	33.4			30.8	30.8	19.0	19.0	
Actuated g/C Ratio	0.01	0.09		0.25	0.33			0.31	0.31	0.19	0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	14	161		446	563			570	463	336	352	
v/s Ratio Prot	0.01	c0.12		c0.38	0.23			c0.35		0.04	c0.24	
v/s Ratio Perm									0.09			
v/c Ratio	0.71	1.37		1.50	0.70			1.13	0.29	0.22	1.26	
Uniform Delay, d1	49.5	45.5		37.4	28.9			34.6	26.3	34.2	40.5	
Progression Factor	1.00	1.00		0.64	0.47			1.00	1.00	1.00	1.00	
Incremental Delay, d2	100.1	201.7		225.1	0.3			78.1	1.6	1.5	138.8	
Delay (s)	149.6	247.2		249.1	13.8			112.7	27.8	35.7	179.3	
Level of Service	F	F		F	B			F	C	D	F	
Approach Delay (s)		243.1			157.8			83.8			159.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	139.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	121.5%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 5% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	58	0	0	25	10	701	1070	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.97			1.00				
Flpb, ped/bikes	0.91	0.97			1.00			0.99				
Frt	1.00	1.00			0.96			1.00				
Flt Protected	0.95	0.98			1.00			0.98				
Satd. Flow (prot)	1537	1687			1740			6167				
Flt Permitted	0.73	0.91			1.00			0.98				
Satd. Flow (perm)	1188	1554			1740			6167				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	116	58	0	0	25	10	701	1070	40	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	6	0	0	0	0
Lane Group Flow (vph)	85	89	0	0	27	0	0	1805	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		2			2			4				
Permitted Phases	2						4					
Actuated Green, G (s)	12.0	12.0			12.0			30.0				
Effective Green, g (s)	12.0	12.0			12.0			30.0				
Actuated g/C Ratio	0.24	0.24			0.24			0.60				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	285	373			418			3700				
v/s Ratio Prot					0.02							
v/s Ratio Perm	c0.07	0.06						0.29				
v/c Ratio	0.30	0.24			0.07			0.49				
Uniform Delay, d1	15.6	15.3			14.7			5.7				
Progression Factor	0.89	0.89			1.00			0.24				
Incremental Delay, d2	1.9	1.1			0.3			0.4				
Delay (s)	15.7	14.6			15.0			1.8				
Level of Service	B	B			B			A				
Approach Delay (s)		15.2			15.0			1.8			0.0	
Approach LOS		B			B			A			A	

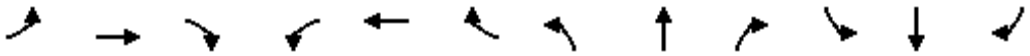
Intersection Summary			
HCM Average Control Delay	3.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	314	261	10	48	10	43	461	27	223	305	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5			3.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.94			0.98			0.99			1.00	
Flt Protected		1.00			0.99			1.00			0.98	
Satd. Flow (prot)		1749			1812			1842			1820	
Flt Permitted		1.00			0.91			0.94			0.66	
Satd. Flow (perm)		1744			1654			1741			1235	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	314	261	10	48	10	43	461	27	223	305	10
RTOR Reduction (vph)	0	58	0	0	7	0	0	4	0	0	1	0
Lane Group Flow (vph)	0	527	0	0	61	0	0	527	0	0	537	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		14.5			14.5			28.5			28.5	
Effective Green, g (s)		14.5			14.5			28.5			28.5	
Actuated g/C Ratio		0.29			0.29			0.57			0.57	
Clearance Time (s)		3.5			3.5			3.5			3.5	
Lane Grp Cap (vph)		506			480			992			704	
v/s Ratio Prot												
v/s Ratio Perm		c0.30			0.04			0.30			c0.43	
v/c Ratio		1.04			0.13			0.53			0.76	
Uniform Delay, d1		17.8			13.1			6.6			8.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		51.1			0.5			2.0			7.7	
Delay (s)		68.8			13.6			8.7			15.8	
Level of Service		E			B			A			B	
Approach Delay (s)		68.8			13.6			8.7			15.8	
Approach LOS		E			B			A			B	

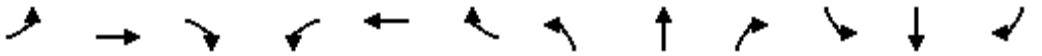
Intersection Summary			
HCM Average Control Delay	31.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



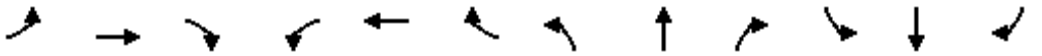
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	237	0	0	0	340	0	1285	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		0.99				
Flpb, ped/bikes	1.00	1.00				1.00		1.00				
Frt	1.00	1.00				0.86		0.99				
Flt Protected	0.95	1.00				1.00		1.00				
Satd. Flow (prot)	3221	1682				1611		5019				
Flt Permitted	0.95	1.00				1.00		1.00				
Satd. Flow (perm)	3221	1682				1611		5019				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	167	237	0	0	0	340	0	1285	63	0	0	0
RTOR Reduction (vph)	25	4	0	0	0	158	0	10	0	0	0	0
Lane Group Flow (vph)	125	250	0	0	0	182	0	1338	0	0	0	0
Confl. Peds. (#/hr)	72					72			72			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	12.5	21.5				5.5		21.5				
Effective Green, g (s)	12.5	21.5				5.5		21.5				
Actuated g/C Ratio	0.25	0.43				0.11		0.43				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	805	723				177		2158				
v/s Ratio Prot	0.04	c0.09				c0.11		c0.27				
v/s Ratio Perm		0.06										
v/c Ratio	0.16	0.35				1.03		0.62				
Uniform Delay, d1	14.6	9.5				22.2		11.1				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	0.4	1.3				76.0		1.3				
Delay (s)	15.0	10.9				98.2		12.4				
Level of Service	B	B				F		B				
Approach Delay (s)		12.4			98.2			12.4			0.0	
Approach LOS		B			F			B			A	

Intersection Summary			
HCM Average Control Delay	26.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	775	76	125	740	0	0	0	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					0.99		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6125		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6125		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	775	76	125	740	0	0	0	411
RTOR Reduction (vph)	0	0	0	0	27	0	63	0	0	0	0	353
Lane Group Flow (vph)	0	0	0	0	824	0	62	740	0	0	0	58
Confl. Peds. (#/hr)						72						
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					21.9		8.0	19.1				7.1
Effective Green, g (s)					21.9		8.0	19.1				7.1
Actuated g/C Ratio					0.44		0.16	0.38				0.14
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					2683		549	1284				396
v/s Ratio Prot					c0.13		0.02	c0.22				0.02
v/s Ratio Perm												
v/c Ratio					0.31		0.11	0.58				0.15
Uniform Delay, d1					9.1		18.0	12.2				18.8
Progression Factor					0.66		0.97	1.01				1.00
Incremental Delay, d2					0.3		0.0	0.3				0.2
Delay (s)					6.3		17.5	12.7				19.0
Level of Service					A		B	B				B
Approach Delay (s)		0.0			6.3			13.4			19.0	
Approach LOS		A			A			B			B	

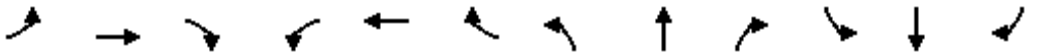
Intersection Summary			
HCM Average Control Delay	11.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	61	507	273	258	754	0	0	112	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.91		1.00	0.95			0.95	0.95
Frpb, ped/bikes					0.97		1.00	1.00			1.00	1.00
Flpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Frt					0.95		1.00	1.00			0.97	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					4650		1770	3539			1718	1504
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					4650		1770	3539			1718	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	61	507	273	258	754	0	0	112	149
RTOR Reduction (vph)	0	0	0	0	174	0	0	0	0	0	17	104
Lane Group Flow (vph)	0	0	0	0	667	0	258	754	0	0	122	18
Confl. Peds. (#/hr)				72		72						
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					16.5		15.5	15.5			7.5	7.5
Effective Green, g (s)					16.5		15.5	15.5			7.5	7.5
Actuated g/C Ratio					0.33		0.31	0.31			0.15	0.15
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					1535		549	1097			258	226
v/s Ratio Prot							0.15	c0.21			c0.07	0.01
v/s Ratio Perm					0.14							
v/c Ratio					0.43		0.47	0.69			0.47	0.08
Uniform Delay, d1					13.1		13.9	15.1			19.4	18.3
Progression Factor					0.48		0.96	0.99			1.00	1.00
Incremental Delay, d2					0.9		1.7	2.1			6.1	0.7
Delay (s)					7.2		15.1	17.0			25.5	19.0
Level of Service					A		B	B			C	B
Approach Delay (s)		0.0			7.2			16.5			22.5	
Approach LOS		A			A			B			C	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

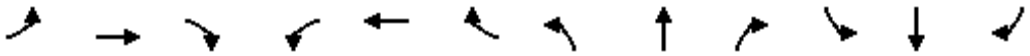


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	600	403	2205	312	0	0	0	0	531	4	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.91		0.97	1.00					0.95	0.95	1.00
Frpb, ped/bikes		0.95		1.00	1.00					1.00	1.00	0.89
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	1.00
Frt		0.94		1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		4562		3433	1863					1681	1687	1404
Flt Permitted		1.00		0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		4562		3433	1863					1681	1687	1404
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	600	403	2205	312	0	0	0	0	531	4	550
RTOR Reduction (vph)	0	56	0	0	0	0	0	0	0	0	0	479
Lane Group Flow (vph)	0	947	0	2205	312	0	0	0	0	265	270	72
Confl. Peds. (#/hr)			55									55
Turn Type				Prot						Split		Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		20.0		55.0	79.0					13.0	13.0	13.0
Effective Green, g (s)		20.0		55.0	79.0					13.0	13.0	13.0
Actuated g/C Ratio		0.20		0.55	0.79					0.13	0.13	0.13
Clearance Time (s)		4.0		4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		912		1888	1472					219	219	183
v/s Ratio Prot		c0.21		c0.64	0.17					0.16	c0.16	
v/s Ratio Perm												0.05
v/c Ratio		1.11dr		1.17	0.21					1.21	1.23	0.39
Uniform Delay, d1		40.0		22.5	2.6					43.5	43.5	39.9
Progression Factor		1.00		0.38	0.04					1.00	1.00	1.00
Incremental Delay, d2		40.2		76.1	0.0					129.2	137.9	1.4
Delay (s)		80.2		84.6	0.1					172.7	181.4	41.3
Level of Service		F		F	A					F	F	D
Approach Delay (s)		80.2			74.2			0.0			108.2	
Approach LOS		F			E			A			F	

Intersection Summary			
HCM Average Control Delay	83.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	161.1%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

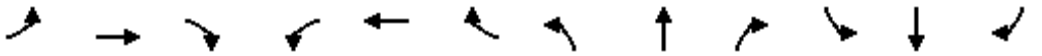
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	443	688	0	0	2433	1218	84	15	496	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.95	1.00	1.00	0.95	0.95			
Frpb, ped/bikes	1.00	1.00			1.00	0.89	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			3539	1404	1770	1520	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			3539	1404	1770	1520	1504			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	443	688	0	0	2433	1218	84	15	496	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	142	0	220	229	0	0	0
Lane Group Flow (vph)	443	688	0	0	2433	1076	84	38	24	0	0	0
Confl. Peds. (#/hr)						55	55					
Turn Type	Prot					Perm	Split		Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	16.7	82.6			61.9	61.9	9.4	9.4	9.4			
Effective Green, g (s)	16.7	82.6			61.9	61.9	9.4	9.4	9.4			
Actuated g/C Ratio	0.17	0.83			0.62	0.62	0.09	0.09	0.09			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	573	2923			2191	869	166	143	141			
v/s Ratio Prot	c0.13	0.19			0.69		c0.05	0.02	0.02			
v/s Ratio Perm						c0.77						
v/c Ratio	0.77	0.24			1.11	1.24	0.51	0.26	0.17			
Uniform Delay, d1	39.8	1.9			19.1	19.1	43.1	42.1	41.7			
Progression Factor	1.02	0.20			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	0.6	0.0			56.9	117.2	2.4	1.0	0.6			
Delay (s)	41.2	0.4			76.0	136.2	45.5	43.1	42.3			
Level of Service	D	A			E	F	D	D	D			
Approach Delay (s)		16.4			96.1			43.1			0.0	
Approach LOS		B			F			D			A	

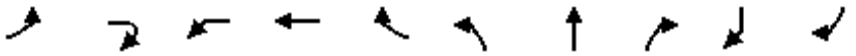
Intersection Summary			
HCM Average Control Delay	73.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	161.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



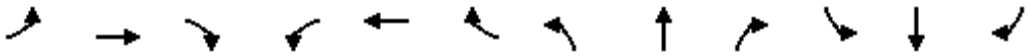
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	861	21	27	1820	17	476	28	10	89	37	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00		1.00	0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1770	3527		1770	3534		1770	1789			1799	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.65	1.00			0.79	1.00
Satd. Flow (perm)	1770	3527		1770	3534		1204	1789			1477	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	146	861	21	27	1820	17	476	28	10	89	37	352
RTOR Reduction (vph)	0	1	0	0	1	0	0	7	0	0	0	82
Lane Group Flow (vph)	146	881	0	27	1836	0	476	31	0	0	126	270
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	1	6		5	2			8			7	
Permitted Phases							8			7		7
Actuated Green, G (s)	7.5	51.9		3.5	47.9		34.5	34.5			34.5	34.5
Effective Green, g (s)	7.5	51.9		3.5	47.9		34.5	34.5			34.5	34.5
Actuated g/C Ratio	0.07	0.51		0.03	0.47		0.34	0.34			0.34	0.34
Clearance Time (s)	3.5	4.5		3.5	4.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0			2.0	2.0
Lane Grp Cap (vph)	131	1805		61	1669		410	609			503	539
v/s Ratio Prot	c0.08	0.25		0.02	c0.52			0.02				
v/s Ratio Perm							c0.40				0.09	0.17
v/c Ratio	1.11	0.49		0.44	1.10		1.16	0.05			0.25	0.50
Uniform Delay, d1	47.0	16.1		48.0	26.8		33.5	22.5			24.1	26.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	112.7	0.1		1.9	54.9		96.3	0.0			0.1	0.3
Delay (s)	159.6	16.2		49.9	81.6		129.7	22.5			24.2	26.9
Level of Service	F	B		D	F		F	C			C	C
Approach Delay (s)		36.6			81.2			121.8			26.2	
Approach LOS		D			F			F			C	

Intersection Summary			
HCM Average Control Delay	68.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	101.4	Sum of lost time (s)	11.5
Intersection Capacity Utilization	109.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



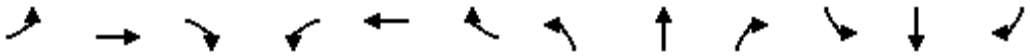
Movement	EBL	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	SBR	SBR2
Lane Configurations										
Volume (vph)	2607	51	10	10	10	28	4961	11	1599	812
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Lane Util. Factor	0.97	1.00		1.00		1.00	0.86	1.00	*0.91	1.00
Frt	1.00	0.85		0.95		1.00	1.00	0.85	0.99	0.85
Flt Protected	0.95	1.00		0.98		0.95	1.00	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583		1750		1770	6408	1583	6713	1583
Flt Permitted	0.95	1.00		0.98		0.95	1.00	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583		1750		1770	6408	1583	6713	1583
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2607	51	10	10	10	28	4961	11	1599	812
RTOR Reduction (vph)	0	10	0	10	0	0	0	1	0	382
Lane Group Flow (vph)	2607	41	0	20	0	28	4961	10	1599	430
Turn Type	Prot	custom	Split			Prot		Perm	custom	custom
Protected Phases	4		3	3		5	2		6	
Permitted Phases		4						2		6
Actuated Green, G (s)	56.5	56.5		6.5		5.4	73.9	73.9	64.5	64.5
Effective Green, g (s)	56.5	56.5		6.5		5.4	73.9	73.9	64.5	64.5
Actuated g/C Ratio	0.38	0.38		0.04		0.04	0.49	0.49	0.43	0.43
Clearance Time (s)	4.0	4.0		4.0		4.0	5.1	5.1	5.1	5.1
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1293	596		76		64	3157	780	2887	681
v/s Ratio Prot	c0.76			c0.01		0.02	c0.77		0.24	
v/s Ratio Perm		0.03						0.01		0.27
v/c Ratio	2.02	0.07		0.27		0.44	1.57	0.01	0.55	0.63
Uniform Delay, d1	46.8	29.9		69.4		70.8	38.0	19.4	32.0	33.4
Progression Factor	1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	460.1	0.0		1.9		4.7	258.7	0.0	0.2	1.9
Delay (s)	506.8	30.0		71.4		75.5	296.8	19.5	32.2	35.3
Level of Service	F	C		E		E	F	B	C	D
Approach Delay (s)				71.4			294.9			
Approach LOS				E			F			

Intersection Summary			
HCM Average Control Delay	285.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	13.1
Intersection Capacity Utilization	160.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



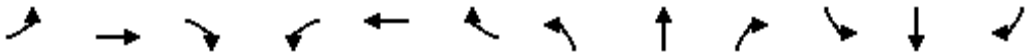
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	295	41	425	279	141	99	323	635	355	203	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98			1.00	0.95	1.00	1.00	
Flpb, ped/bikes	0.98	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.95			1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1740	1823		1770	1739			1841	1503	1770	1844	
Flt Permitted	0.95	1.00		0.95	1.00			0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1740	1823		1770	1739			1841	1503	1770	1844	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	295	41	425	279	141	99	323	635	355	203	11
RTOR Reduction (vph)	0	5	0	0	17	0	0	0	408	0	2	0
Lane Group Flow (vph)	10	331	0	425	403	0	0	422	227	355	212	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot			Prot			Split		Perm	Split		
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases									2			
Actuated Green, G (s)	0.8	16.0		25.2	40.4			23.8	23.8	19.0	19.0	
Effective Green, g (s)	0.8	16.0		25.2	40.4			23.8	23.8	19.0	19.0	
Actuated g/C Ratio	0.01	0.16		0.25	0.40			0.24	0.24	0.19	0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	14	292		446	703			438	358	336	350	
v/s Ratio Prot	0.01	c0.18		c0.24	0.23			c0.23		c0.20	0.12	
v/s Ratio Perm									0.15			
v/c Ratio	0.71	1.13		0.95	0.57			0.96	0.64	1.06	0.61	
Uniform Delay, d1	49.5	42.0		36.8	23.1			37.7	34.2	40.5	37.1	
Progression Factor	1.00	1.00		0.64	0.44			1.00	1.00	1.00	1.00	
Incremental Delay, d2	100.1	93.6		5.4	0.1			34.8	8.3	64.8	7.6	
Delay (s)	149.6	135.6		28.8	10.4			72.5	42.5	105.3	44.7	
Level of Service	F	F		C	B			E	D	F	D	
Approach Delay (s)		136.0			19.6			54.5			82.5	
Approach LOS		F			B			D			F	

Intersection Summary			
HCM Average Control Delay	59.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	97.2%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 5% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	846	52	0	0	106	10	352	3804	52	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0				
Lane Util. Factor	0.95	0.95			1.00			0.86				
Frpb, ped/bikes	1.00	1.00			0.98			1.00				
Flpb, ped/bikes	0.85	0.87			1.00			0.99				
Frt	1.00	1.00			0.99			1.00				
Flt Protected	0.95	0.96			1.00			1.00				
Satd. Flow (prot)	1435	1475			1811			6320				
Flt Permitted	0.66	0.64			1.00			1.00				
Satd. Flow (perm)	991	993			1811			6320				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	846	52	0	0	106	10	352	3804	52	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	448	450	0	0	116	0	0	4206	0	0	0	0
Confl. Peds. (#/hr)	72					72	72		72			
Turn Type	Perm						Perm					
Protected Phases		2			2			4				
Permitted Phases	2						4					
Actuated Green, G (s)	27.0	27.0			27.0			65.0				
Effective Green, g (s)	27.0	27.0			27.0			65.0				
Actuated g/C Ratio	0.27	0.27			0.27			0.65				
Clearance Time (s)	4.0	4.0			4.0			4.0				
Lane Grp Cap (vph)	268	268			489			4108				
v/s Ratio Prot					0.06							
v/s Ratio Perm	0.45	c0.45						0.67				
v/c Ratio	1.67	1.68			0.24			1.02				
Uniform Delay, d1	36.5	36.5			28.5			17.5				
Progression Factor	1.07	1.07			1.00			0.64				
Incremental Delay, d2	303.7	307.1			1.1			16.3				
Delay (s)	342.7	346.0			29.6			27.5				
Level of Service	F	F			C			C				
Approach Delay (s)		344.3			29.6			27.5			0.0	
Approach LOS		F			C			C			A	

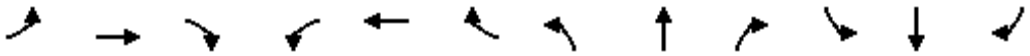
Intersection Summary			
HCM Average Control Delay	82.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	476	268	10	44	10	145	504	45	157	363	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5			3.5	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		0.95			0.98			0.99			1.00	
Flt Protected		1.00			0.99			0.99			0.99	
Satd. Flow (prot)		1772			1809			1827			1831	
Flt Permitted		1.00			0.93			0.81			0.68	
Satd. Flow (perm)		1768			1699			1500			1261	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	13	476	268	10	44	10	145	504	45	157	363	10
RTOR Reduction (vph)	0	40	0	0	6	0	0	5	0	0	2	0
Lane Group Flow (vph)	0	717	0	0	58	0	0	689	0	0	528	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Actuated Green, G (s)		19.5			19.5			23.5			23.5	
Effective Green, g (s)		19.5			19.5			23.5			23.5	
Actuated g/C Ratio		0.39			0.39			0.47			0.47	
Clearance Time (s)		3.5			3.5			3.5			3.5	
Lane Grp Cap (vph)		690			663			705			593	
v/s Ratio Prot												
v/s Ratio Perm		c0.41			0.03			c0.46			0.42	
v/c Ratio		1.04			0.09			0.98			0.89	
Uniform Delay, d1		15.2			9.6			13.0			12.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		45.0			0.3			28.9			18.1	
Delay (s)		60.2			9.9			41.8			30.2	
Level of Service		E			A			D			C	
Approach Delay (s)		60.2			9.9			41.8			30.2	
Approach LOS		E			A			D			C	

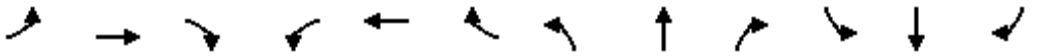
Intersection Summary			
HCM Average Control Delay	44.6	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



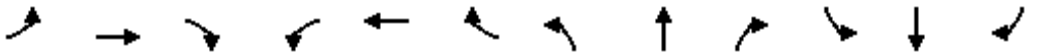
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	701	401	0	0	0	231	0	2447	38	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	0.99				1.00		1.00				
Frt	1.00	1.00				0.86		1.00				
Flt Protected	0.95	0.99				1.00		1.00				
Satd. Flow (prot)	3221	1666				1611		5064				
Flt Permitted	0.95	0.99				1.00		1.00				
Satd. Flow (perm)	3221	1666				1611		5064				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	701	401	0	0	0	231	0	2447	38	0	0	0
RTOR Reduction (vph)	53	9	0	0	0	2	0	3	0	0	0	0
Lane Group Flow (vph)	578	462	0	0	0	229	0	2482	0	0	0	0
Confl. Peds. (#/hr)	72					72			72			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	8.9	19.9				7.5		23.1				
Effective Green, g (s)	8.9	19.9				7.5		23.1				
Actuated g/C Ratio	0.18	0.40				0.15		0.46				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	573	663				242		2340				
v/s Ratio Prot	c0.18	0.12				c0.14		c0.49				
v/s Ratio Perm		0.15										
v/c Ratio	1.01	0.70				0.95		1.06				
Uniform Delay, d1	20.6	12.5				21.1		13.4				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	39.6	6.0				45.7		37.1				
Delay (s)	60.1	18.5				66.8		50.6				
Level of Service	E	B				E		D				
Approach Delay (s)		42.3			66.8			50.6			0.0	
Approach LOS		D			E			D			A	

Intersection Summary			
HCM Average Control Delay	49.2	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	2667	61	138	860	0	0	0	793
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					1.00		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6209		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6209		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2667	61	138	860	0	0	0	793
RTOR Reduction (vph)	0	0	0	0	3	0	9	0	0	0	0	114
Lane Group Flow (vph)	0	0	0	0	2725	0	129	860	0	0	0	679
Confl. Peds. (#/hr)						72						
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					47.2		10.1	43.8				29.7
Effective Green, g (s)					47.2		10.1	43.8				29.7
Actuated g/C Ratio					0.47		0.10	0.44				0.30
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					2931		347	1473				828
v/s Ratio Prot					c0.44		0.04	c0.26				c0.24
v/s Ratio Perm												
v/c Ratio					0.93		0.37	0.58				0.82
Uniform Delay, d1					24.8		42.0	21.2				32.7
Progression Factor					0.47		1.06	0.98				1.34
Incremental Delay, d2					2.6		0.2	0.3				0.6
Delay (s)					14.3		44.9	21.1				44.4
Level of Service					B		D	C				D
Approach Delay (s)		0.0			14.3			24.4			44.4	
Approach LOS		A			B			C			D	

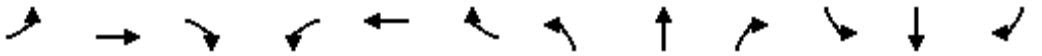
Intersection Summary			
HCM Average Control Delay	21.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	16	1838	337	501	762	0	0	294	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.86		1.00	0.95			0.95	0.95
Frpb, ped/bikes					0.98		1.00	1.00			1.00	1.00
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.98		1.00	1.00			0.97	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					6100		1770	3539			1719	1504
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					6100		1770	3539			1719	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	16	1838	337	501	762	0	0	294	389
RTOR Reduction (vph)	0	0	0	0	33	0	0	0	0	0	9	44
Lane Group Flow (vph)	0	0	0	0	2158	0	501	762	0	0	355	275
Confl. Peds. (#/hr)				72		72						
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					37.3		30.5	30.5			21.7	21.7
Effective Green, g (s)					37.3		30.5	30.5			21.7	21.7
Actuated g/C Ratio					0.37		0.30	0.30			0.22	0.22
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					2275		540	1079			373	326
v/s Ratio Prot							c0.28	0.22			c0.21	0.18
v/s Ratio Perm					0.35							
v/c Ratio					0.95		0.93	0.71			0.95	0.84
Uniform Delay, d1					30.4		33.7	30.8			38.6	37.5
Progression Factor					1.08		0.83	0.84			0.88	0.94
Incremental Delay, d2					7.9		20.6	3.1			32.1	19.4
Delay (s)					40.8		48.4	28.9			66.3	54.8
Level of Service					D		D	C			E	D
Approach Delay (s)		0.0			40.8			36.6			60.9	
Approach LOS		A			D			D			E	

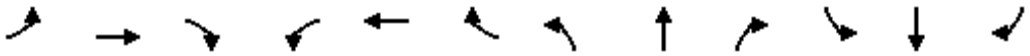
Intersection Summary			
HCM Average Control Delay	42.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	100.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



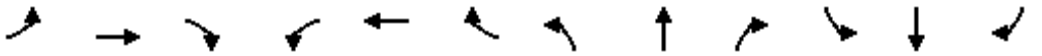
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	302	327	446	563	0	0	0	0	1901	5	1082
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.91	0.91	0.94	1.00					0.91	0.91	0.88
Frpb, ped/bikes		0.99	1.00	1.00	1.00					1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00					0.99	1.00	1.00
Frt		0.95	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3209	1441	4990	1863					3205	1607	2708
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3209	1441	4990	1863					3205	1607	2708
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	302	327	446	563	0	0	0	0	1901	5	1082
RTOR Reduction (vph)	0	45	147	0	0	0	0	0	0	0	0	150
Lane Group Flow (vph)	0	391	46	446	563	0	0	0	0	1274	632	932
Confl. Peds. (#/hr)	5		5	5		5			5	5		5
Confl. Bikes (#/hr)			5			5						
Turn Type			Prot	Prot						Perm		Perm
Protected Phases		2	2	1	6						4	
Permitted Phases										4		4
Actuated Green, G (s)		23.8	23.8	13.2	41.0					51.0	51.0	51.0
Effective Green, g (s)		23.8	23.8	13.2	41.0					51.0	51.0	51.0
Actuated g/C Ratio		0.24	0.24	0.13	0.41					0.51	0.51	0.51
Clearance Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		764	343	659	764					1635	820	1381
v/s Ratio Prot		0.12	0.03	0.09	c0.30							
v/s Ratio Perm										c0.40	0.39	0.34
v/c Ratio		0.51	0.13	0.68	0.74					0.78	0.77	0.67
Uniform Delay, d1		33.1	30.0	41.4	24.9					19.9	19.8	18.3
Progression Factor		1.00	1.00	0.72	0.90					1.00	1.00	1.00
Incremental Delay, d2		2.4	0.8	2.2	5.0					2.4	4.5	1.3
Delay (s)		35.5	30.8	31.9	27.4					22.3	24.3	19.6
Level of Service		D	C	C	C					C	C	B
Approach Delay (s)		34.1			29.4			0.0			21.8	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM Average Control Delay	25.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	155.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



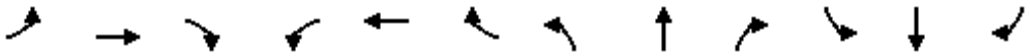
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	154	2049	0	0	857	1355	152	1	1606	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.86	0.86	1.00	0.91	0.91			
Frpb, ped/bikes	1.00	1.00			0.99	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			0.93	0.85	1.00	0.85	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			4443	1331	1770	1441	2882			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			4443	1331	1770	1441	2882			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	154	2049	0	0	857	1355	152	1	1606	0	0	0
RTOR Reduction (vph)	0	0	0	0	143	359	0	5	9	0	0	0
Lane Group Flow (vph)	154	2049	0	0	1392	318	152	526	1067	0	0	0
Confl. Peds. (#/hr)	5		5	5		5						
Confl. Bikes (#/hr)			5			5						
Turn Type	Prot					Perm	Split		Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	6.0	57.0			47.0	47.0	35.0	35.0	35.0			
Effective Green, g (s)	6.0	57.0			47.0	47.0	35.0	35.0	35.0			
Actuated g/C Ratio	0.06	0.57			0.47	0.47	0.35	0.35	0.35			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	206	2017			2088	626	620	504	1009			
v/s Ratio Prot	0.04	c0.58			0.31		0.09	0.37	c0.37			
v/s Ratio Perm						0.24						
v/c Ratio	0.75	1.02			0.67	0.51	0.25	1.04	1.06			
Uniform Delay, d1	46.3	21.5			20.5	18.5	23.1	32.5	32.5			
Progression Factor	1.43	0.27			0.65	4.83	1.00	1.00	1.00			
Incremental Delay, d2	9.3	20.2			0.5	0.8	0.2	52.2	44.8			
Delay (s)	75.3	26.1			13.9	89.9	23.3	84.7	77.3			
Level of Service	E	C			B	F	C	F	E			
Approach Delay (s)		29.6			37.1			74.9			0.0	
Approach LOS		C			D			E			A	

Intersection Summary			
HCM Average Control Delay	45.2	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	155.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	749	1841	1065	19	1453	10	393	29	10	10	40	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.91	0.91			0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			0.96	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.99			0.89	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96			1.00	1.00
Satd. Flow (prot)	1770	5085	1560	1770	5079		3221	1615			1506	1504
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96			1.00	1.00
Satd. Flow (perm)	1770	5085	1560	1770	5079		3221	1615			1506	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	749	1841	1065	19	1453	10	393	29	10	10	40	366
RTOR Reduction (vph)	0	0	0	0	1	0	0	3	0	0	116	191
Lane Group Flow (vph)	749	1841	1065	19	1462	0	287	142	0	0	95	14
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot		Free	Prot			Split			Split		Prot
Protected Phases	5	2		1	6		8	8		4	4	4
Permitted Phases			Free									
Actuated Green, G (s)	41.4	64.1	100.0	2.0	24.7		10.9	10.9			7.0	7.0
Effective Green, g (s)	41.4	64.1	100.0	2.0	24.7		10.9	10.9			7.0	7.0
Actuated g/C Ratio	0.41	0.64	1.00	0.02	0.25		0.11	0.11			0.07	0.07
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	733	3259	1560	35	1255		351	176			105	105
v/s Ratio Prot	c0.42	0.36		0.01	c0.29		0.09	0.09			0.06	0.01
v/s Ratio Perm			c0.68									
v/c Ratio	1.02	0.56	0.68	0.54	1.17		0.82	0.81			0.90	0.14
Uniform Delay, d1	29.3	10.1	0.0	48.5	37.6		43.6	43.5			46.2	43.7
Progression Factor	0.88	0.81	1.00	1.00	1.00		0.52	0.50			1.00	1.00
Incremental Delay, d2	16.1	0.1	0.2	16.1	83.3		13.3	22.5			57.6	0.6
Delay (s)	41.9	8.2	0.2	64.6	121.0		36.1	44.3			103.8	44.3
Level of Service	D	A	A	E	F		D	D			F	D
Approach Delay (s)		12.8			120.3			38.9			74.4	
Approach LOS		B			F			D			E	

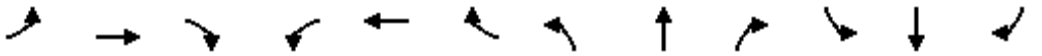
Intersection Summary			
HCM Average Control Delay	45.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	104.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	923	189	55	392	80	435	296	10	176	701	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.96	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3411		1770	3539	1514	3433	1852		1770	1846	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3411		1770	3539	1514	3433	1852		1770	1846	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	156	923	189	55	392	80	435	296	10	176	701	36
RTOR Reduction (vph)	0	15	0	0	0	44	0	1	0	0	2	0
Lane Group Flow (vph)	156	1097	0	55	392	36	435	305	0	176	735	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot		pm+ov	Prot			Prot		
Protected Phases	1	6		5	2	7	3	8		7	4	
Permitted Phases						2						
Actuated Green, G (s)	8.0	37.2		3.2	32.4	44.8	11.6	31.2		12.4	32.0	
Effective Green, g (s)	8.0	37.2		3.2	32.4	44.8	11.6	31.2		12.4	32.0	
Actuated g/C Ratio	0.08	0.37		0.03	0.32	0.45	0.12	0.31		0.12	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	3.0	3.0	2.0		3.0	2.0	
Lane Grp Cap (vph)	142	1269		57	1147	739	398	578		219	591	
v/s Ratio Prot	c0.09	c0.32		c0.03	0.11	0.01	c0.13	0.16		0.10	c0.40	
v/s Ratio Perm						0.02						
v/c Ratio	1.10	0.86		0.96	0.34	0.05	1.09	0.53		0.80	1.24	
Uniform Delay, d1	46.0	29.1		48.3	25.7	15.6	44.2	28.3		42.6	34.0	
Progression Factor	1.00	1.00		1.58	2.02	3.49	0.69	0.59		1.00	1.00	
Incremental Delay, d2	104.4	8.0		94.6	0.7	0.0	62.8	0.2		18.9	123.4	
Delay (s)	150.4	37.1		171.1	52.5	54.4	93.3	16.9		61.5	157.4	
Level of Service	F	D		F	D	D	F	B		E	F	
Approach Delay (s)		51.0			65.2			61.8			138.9	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM Average Control Delay	78.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	100.0%	ICU Level of Service	G
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

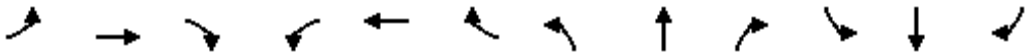


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	412	604	272	523	639	94	36	419	763	47	289	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	11	11	11	11	11	11	11	11	12
Total Lost time (s)	5.0	4.5	4.0	5.0	4.5		4.5	4.5	4.5	4.5	4.5	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3319	3421	1503	3319	3327		3319	3421	1492	1711	3421	1572
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3319	3421	1503	3319	3327		3319	3421	1492	1711	3421	1572
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	412	604	272	523	639	94	36	419	763	47	289	146
RTOR Reduction (vph)	0	0	137	0	8	0	0	0	135	0	0	106
Lane Group Flow (vph)	412	604	135	523	725	0	36	419	628	47	289	40
Confl. Peds. (#/hr)	35		35	35		35			35	35		
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6	3	5	2		3	8	5	7	4	1
Permitted Phases			6						8			4
Actuated Green, G (s)	22.6	38.7	50.5	44.9	61.0		11.8	24.8	69.7	5.7	18.7	41.3
Effective Green, g (s)	21.6	38.7	50.5	43.9	61.0		11.3	24.3	68.7	5.2	18.2	41.3
Actuated g/C Ratio	0.14	0.26	0.34	0.29	0.41		0.08	0.16	0.46	0.03	0.12	0.28
Clearance Time (s)	4.0	4.5	4.0	4.0	4.5		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	478	883	506	971	1353		250	554	683	59	415	433
v/s Ratio Prot	0.12	c0.18	0.02	0.16	0.22		0.01	0.12	c0.27	c0.03	0.08	0.01
v/s Ratio Perm			0.07						0.15			0.01
v/c Ratio	0.86	0.68	0.27	0.54	0.54		0.14	0.76	0.92	0.80	0.70	0.09
Uniform Delay, d1	62.7	50.1	36.2	44.5	33.8		64.8	60.0	38.1	71.9	63.2	40.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.3	4.3	0.1	0.3	1.5		0.1	5.2	17.1	48.4	4.1	0.0
Delay (s)	77.0	54.4	36.4	44.8	35.3		64.9	65.2	55.2	120.3	67.3	40.5
Level of Service	E	D	D	D	D		E	E	E	F	E	D
Approach Delay (s)		57.8			39.3			58.9			64.4	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM Average Control Delay	53.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	37.4
Intersection Capacity Utilization	91.6%	ICU Level of Service	F
Analysis Period (min)	15		

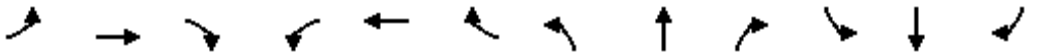
Description: 10% of time for LRT

c Critical Lane Group



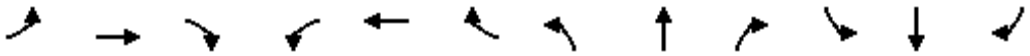
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	331	1211	10	189	1163	116	10	59	77	11	161	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.95	1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00	0.97	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3532		1770	3462		1752	1863	1511	1721	1581	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3532		1770	3462		1752	1863	1511	1721	1581	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	331	1211	10	189	1163	116	10	59	77	11	161	625
RTOR Reduction (vph)	0	1	0	0	7	0	0	0	52	0	140	0
Lane Group Flow (vph)	331	1220	0	189	1272	0	10	59	25	11	646	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	14.0	39.2		11.0	36.2		0.8	33.0	33.0	0.8	33.0	
Effective Green, g (s)	14.0	39.2		11.0	36.2		0.8	33.0	33.0	0.8	33.0	
Actuated g/C Ratio	0.14	0.39		0.11	0.36		0.01	0.33	0.33	0.01	0.33	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	248	1385		195	1253		14	615	499	14	522	
v/s Ratio Prot	c0.19	0.35		0.11	c0.37		0.01	0.03		c0.01	c0.41	
v/s Ratio Perm									0.02			
v/c Ratio	1.33	0.88		0.97	1.02		0.71	0.10	0.05	0.79	1.24	
Uniform Delay, d1	43.0	28.2		44.3	31.9		49.5	23.2	22.8	49.5	33.5	
Progression Factor	0.75	0.69		1.03	0.98		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	170.7	6.7		30.5	19.1		100.1	0.3	0.2	130.6	122.5	
Delay (s)	202.9	26.3		76.2	50.3		149.6	23.5	23.0	180.1	156.0	
Level of Service	F	C		E	D		F	C	C	F	F	
Approach Delay (s)		64.0			53.6			31.9			156.4	
Approach LOS		E			D			C			F	

Intersection Summary			
HCM Average Control Delay	77.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	113.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



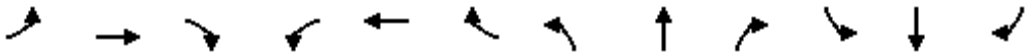
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1266	33	40	548	0	0	0	0	34	3626	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	4.0
Lane Util. Factor		0.91		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		1.00		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		5061		1770	1863						6404	1532
Flt Permitted		1.00		0.95	1.00						1.00	1.00
Satd. Flow (perm)		5061		1770	1863						6404	1532
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1266	33	40	548	0	0	0	0	34	3626	921
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	1296	0	40	548	0	0	0	0	0	3660	876
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						5
Turn Type				Prot						Perm		Perm
Protected Phases		4		3	8						2	
Permitted Phases										2		2
Actuated Green, G (s)		27.0		2.4	33.4						58.6	58.6
Effective Green, g (s)		27.0		2.4	33.4						58.6	58.6
Actuated g/C Ratio		0.27		0.02	0.33						0.59	0.59
Clearance Time (s)		4.0		4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		1366		42	622						3753	898
v/s Ratio Prot		c0.26		0.02	c0.29							
v/s Ratio Perm											0.57	c0.57
v/c Ratio		0.95		0.95	0.88						0.98	0.98
Uniform Delay, d1		35.8		48.7	31.4						20.0	20.0
Progression Factor		0.94		0.65	0.53						0.65	0.59
Incremental Delay, d2		9.6		92.0	9.1						5.3	14.4
Delay (s)		43.2		123.8	25.8						18.3	26.3
Level of Service		D		F	C						B	C
Approach Delay (s)		43.2			32.5			0.0			19.9	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM Average Control Delay	25.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	116.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



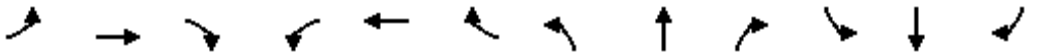
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1241	12	0	0	58	20	516	1924	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	0.94	1.00			1.00			0.86	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.97			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (prot)	4990	1863			1782			6322	1524			
Flt Permitted	0.95	1.00			1.00			0.99	1.00			
Satd. Flow (perm)	4990	1863			1782			6322	1524			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1241	12	0	0	58	20	516	1924	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	3	0	0	0
Lane Group Flow (vph)	1241	12	0	0	71	0	0	2440	7	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split						Perm		Perm			
Protected Phases	4	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	35.0	35.0			6.6			46.4	46.4			
Effective Green, g (s)	35.0	35.0			6.6			46.4	46.4			
Actuated g/C Ratio	0.35	0.35			0.07			0.46	0.46			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1747	652			118			2933	707			
v/s Ratio Prot	c0.25	0.01			c0.04							
v/s Ratio Perm								0.39	0.00			
v/c Ratio	0.71	0.02			0.61			0.83	0.01			
Uniform Delay, d1	28.1	21.3			45.4			23.4	14.4			
Progression Factor	0.13	0.06			1.00			0.77	0.92			
Incremental Delay, d2	0.5	0.0			8.5			2.5	0.0			
Delay (s)	4.1	1.2			53.9			20.5	13.4			
Level of Service	A	A			D			C	B			
Approach Delay (s)		4.1			53.9			20.5			0.0	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM Average Control Delay	15.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	119.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



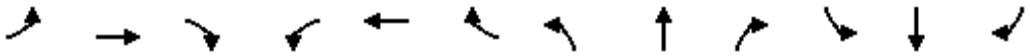
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	447	10	792	738	173	10	57	403	39	26	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00			0.95	0.95	0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.97	0.96	1.00	0.98	
Flpb, ped/bikes	0.99	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.97			0.89	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1748	3522		1770	1788			1530	1444	1681	1658	
Flt Permitted	0.33	1.00		0.95	1.00			1.00	1.00	0.95	1.00	
Satd. Flow (perm)	603	3522		1770	1788			1530	1444	1681	1658	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	447	10	792	738	173	10	57	403	39	26	10
RTOR Reduction (vph)	0	2	0	0	9	0	0	91	202	0	9	0
Lane Group Flow (vph)	10	455	0	792	902	0	0	149	28	35	31	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Prot			Split		Perm	Split		
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases	6								4			
Actuated Green, G (s)	21.5	21.5		45.4	70.9			12.4	12.4	7.5	7.5	
Effective Green, g (s)	21.5	21.5		45.4	70.9			12.4	12.4	7.5	7.5	
Actuated g/C Ratio	0.21	0.21		0.44	0.69			0.12	0.12	0.07	0.07	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	126	737		782	1233			185	174	123	121	
v/s Ratio Prot		0.13		c0.45	c0.50			c0.10		c0.02	0.02	
v/s Ratio Perm	0.02								0.02			
v/c Ratio	0.08	0.62		1.01	0.73			0.81	0.16	0.28	0.25	
Uniform Delay, d1	32.7	36.9		28.7	10.0			44.0	40.5	45.1	45.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.2	3.9		35.4	3.9			22.1	0.4	1.3	1.1	
Delay (s)	33.9	40.8		64.1	13.9			66.2	41.0	46.4	46.1	
Level of Service	C	D		E	B			E	D	D	D	
Approach Delay (s)		40.6			37.2			53.8			46.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	40.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	102.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	885	10	0	0	0	0	0	0	107	4575	1694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	4.0
Lane Util. Factor		0.86									0.86	1.00
Frpb, ped/bikes		1.00									1.00	0.98
Flpb, ped/bikes		1.00									1.00	1.00
Frt		1.00									1.00	0.85
Flt Protected		1.00									1.00	1.00
Satd. Flow (prot)		6395									6400	1554
Flt Permitted		1.00									1.00	1.00
Satd. Flow (perm)		6395									6400	1554
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	885	10	0	0	0	0	0	0	107	4575	1694
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	207
Lane Group Flow (vph)	0	895	0	0	0	0	0	0	0	0	4682	1487
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5						5
Turn Type										Perm		Perm
Protected Phases		4									2	
Permitted Phases										2		2
Actuated Green, G (s)		11.0									81.0	81.0
Effective Green, g (s)		11.0									81.0	81.0
Actuated g/C Ratio		0.11									0.81	0.81
Clearance Time (s)		4.0									4.0	4.0
Vehicle Extension (s)		3.0									3.0	3.0
Lane Grp Cap (vph)		703									5184	1259
v/s Ratio Prot		c0.14										
v/s Ratio Perm											0.73	c0.96
v/c Ratio		1.27									0.90	1.18
Uniform Delay, d1		44.5									6.7	9.5
Progression Factor		1.00									1.00	1.00
Incremental Delay, d2		133.9									3.0	89.8
Delay (s)		178.4									9.8	99.3
Level of Service		F									A	F
Approach Delay (s)		178.4			0.0			0.0			33.6	
Approach LOS		F			A			A			C	

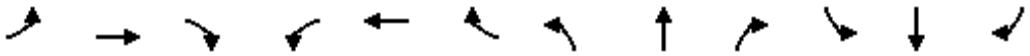
Intersection Summary			
HCM Average Control Delay	51.4	HCM Level of Service	D
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	167.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	908	71	0	0	10	62	10	3169	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
Lane Util. Factor	0.94	1.00			0.95	0.95	1.00	0.86				
Frpb, ped/bikes	1.00	1.00			0.98	1.00	1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.99	1.00				
Frt	1.00	1.00			0.89	0.85	1.00	1.00				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	4990	1863			1538	1504	1749	6404				
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	4990	1863			1538	1504	1749	6404				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	908	71	0	0	10	62	10	3169	10	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	32	0	0	0	0	0	0
Lane Group Flow (vph)	908	71	0	0	12	3	10	3179	0	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split					Prot	Perm					
Protected Phases	4	4			8	8		2				
Permitted Phases							2					
Actuated Green, G (s)	23.2	23.2			8.0	8.0	56.8	56.8				
Effective Green, g (s)	23.2	23.2			8.0	8.0	56.8	56.8				
Actuated g/C Ratio	0.23	0.23			0.08	0.08	0.57	0.57				
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0				
Lane Grp Cap (vph)	1158	432			123	120	993	3637				
v/s Ratio Prot	c0.18	0.04			c0.01	0.00		c0.50				
v/s Ratio Perm							0.01					
v/c Ratio	0.78	0.16			0.10	0.02	0.01	0.87				
Uniform Delay, d1	36.0	30.7			42.7	42.4	9.4	18.5				
Progression Factor	0.19	0.13			1.00	1.00	1.23	1.08				
Incremental Delay, d2	0.3	0.0			0.4	0.1	0.0	2.2				
Delay (s)	7.1	4.1			43.0	42.5	11.5	22.1				
Level of Service	A	A			D	D	B	C				
Approach Delay (s)		6.9			42.8			22.1			0.0	
Approach LOS		A			D			C			A	

Intersection Summary			
HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	167.1%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

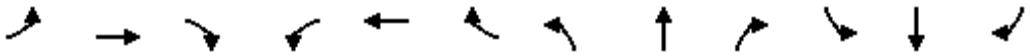


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	653	36	40	597	329	11	254	104	279	314	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.97	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.95		1.00	0.96		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3500		1770	1723		1725	1760		1770	1850	
Flt Permitted	0.09	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	177	3500		1770	1723		1725	1760		1770	1850	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	14	653	36	40	597	329	11	254	104	279	314	10
RTOR Reduction (vph)	0	4	0	0	21	0	0	14	0	0	1	0
Lane Group Flow (vph)	14	685	0	40	905	0	11	344	0	279	323	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Prot			Prot			Prot		
Protected Phases		6		5	2		3	8		7	4	
Permitted Phases	6											
Actuated Green, G (s)	42.2	42.2		3.6	49.8		0.8	22.2		16.0	37.4	
Effective Green, g (s)	42.2	42.2		3.6	49.8		0.8	22.2		16.0	37.4	
Actuated g/C Ratio	0.42	0.42		0.04	0.50		0.01	0.22		0.16	0.37	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	75	1477		64	858		14	391		283	692	
v/s Ratio Prot		0.20		0.02	c0.53		0.01	c0.20		c0.16	0.17	
v/s Ratio Perm	0.08											
v/c Ratio	0.19	0.46		0.62	1.05		0.79	0.88		0.99	0.47	
Uniform Delay, d1	18.1	20.8		47.5	25.1		49.5	37.6		41.9	23.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.4	1.0		17.5	46.2		130.6	19.6		49.2	0.5	
Delay (s)	23.6	21.8		65.0	71.3		180.1	57.2		91.1	24.2	
Level of Service	C	C		E	E		F	E		F	C	
Approach Delay (s)		21.9			71.0			60.9			55.2	
Approach LOS		C			E			E			E	

Intersection Summary			
HCM Average Control Delay	52.9	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

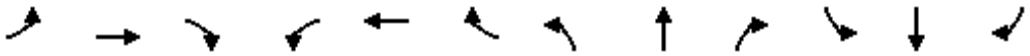
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	134	403	485	930	69	598
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	0.94		1.00	1.00	0.97	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.89		1.00	1.00	0.88	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	2958		1770	1863	1581	
Flt Permitted	1.00		0.95	1.00	0.99	
Satd. Flow (perm)	2958		1770	1863	1581	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	134	403	485	930	69	598
RTOR Reduction (vph)	320	0	0	0	354	0
Lane Group Flow (vph)	217	0	485	930	313	0
Confl. Peds. (#/hr)		15	15		15	15
Confl. Bikes (#/hr)		5				
Turn Type			Prot			
Protected Phases	6		5	2	4	
Permitted Phases						
Actuated Green, G (s)	20.7		44.5	69.2	22.8	
Effective Green, g (s)	20.7		44.5	69.2	22.8	
Actuated g/C Ratio	0.21		0.44	0.69	0.23	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	612		788	1289	360	
v/s Ratio Prot	0.07		0.27	c0.50	c0.20	
v/s Ratio Perm						
v/c Ratio	0.36		0.62	0.72	0.87	
Uniform Delay, d1	33.9		21.2	9.5	37.2	
Progression Factor	0.77		0.73	0.69	1.00	
Incremental Delay, d2	0.0		0.4	0.9	19.3	
Delay (s)	26.1		15.8	7.4	56.5	
Level of Service	C		B	A	E	
Approach Delay (s)	26.1			10.3	56.5	
Approach LOS	C			B	E	

Intersection Summary			
HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	687	10	10	914	32	19	10	10	19	10	482
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.97			0.87	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1770	1857		1770	1849			1741			1572	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (perm)	1770	1857		1770	1849			1741			1572	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	43	687	10	10	914	32	19	10	10	19	10	482
RTOR Reduction (vph)	0	1	0	0	1	0	0	9	0	0	306	0
Lane Group Flow (vph)	43	696	0	10	945	0	0	30	0	0	205	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						
Turn Type	Prot			Prot			Split			Split		
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases												
Actuated Green, G (s)	8.4	48.0		4.3	43.9			11.0			20.7	
Effective Green, g (s)	8.4	48.0		4.3	43.9			11.0			20.7	
Actuated g/C Ratio	0.08	0.48		0.04	0.44			0.11			0.21	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	149	891		76	812			192			325	
v/s Ratio Prot	0.02	c0.38		0.01	c0.51			c0.02			c0.13	
v/s Ratio Perm												
v/c Ratio	0.29	0.78		0.13	1.16			0.16			0.63	
Uniform Delay, d1	43.0	21.6		46.1	28.1			40.3			36.2	
Progression Factor	1.02	1.13		1.20	0.29			1.00			1.00	
Incremental Delay, d2	0.7	2.9		0.4	80.7			1.7			9.0	
Delay (s)	44.7	27.5		55.8	88.8			42.0			45.1	
Level of Service	D	C		E	F			D			D	
Approach Delay (s)		28.5			88.5			42.0			45.1	
Approach LOS		C			F			D			D	

Intersection Summary			
HCM Average Control Delay	58.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

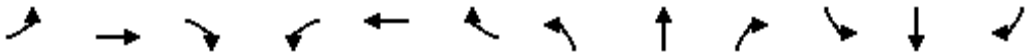


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	107	59	25	206	97	48	129	693	10	262	730	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.98			1.00		1.00	0.99	
Flpb, ped/bikes	0.97	1.00		0.96	1.00			1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.95			1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1715	1742		1704	1729			1841		1770	1810	
Flt Permitted	0.54	1.00		0.70	1.00			0.76		0.95	1.00	
Satd. Flow (perm)	982	1742		1258	1729			1418		1770	1810	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	107	59	25	206	97	48	129	693	10	262	730	113
RTOR Reduction (vph)	0	16	0	0	18	0	0	0	0	0	5	0
Lane Group Flow (vph)	107	68	0	206	127	0	0	832	0	262	838	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Prot		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2					
Actuated Green, G (s)	17.7	17.7		17.7	17.7			58.0		12.3	74.3	
Effective Green, g (s)	17.7	17.7		17.7	17.7			58.0		12.3	74.3	
Actuated g/C Ratio	0.18	0.18		0.18	0.18			0.58		0.12	0.74	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	174	308		223	306			822		218	1345	
v/s Ratio Prot		0.04			0.07					c0.15	0.46	
v/s Ratio Perm	0.11			c0.16				c0.59				
v/c Ratio	0.61	0.22		0.92	0.41			1.01		1.20	0.62	
Uniform Delay, d1	38.0	35.3		40.5	36.5			21.0		43.9	6.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.46	0.31	
Incremental Delay, d2	6.3	0.4		39.6	0.9			34.3		95.1	0.2	
Delay (s)	44.3	35.6		80.1	37.5			55.3		159.0	2.1	
Level of Service	D	D		F	D			E		F	A	
Approach Delay (s)		40.5			62.5			55.3			39.3	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM Average Control Delay	48.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	123.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	236	50	34	26	12	34	645	46	33	753	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.98			0.98			0.99			0.99	
Flt Protected		0.99			0.98			1.00			1.00	
Satd. Flow (prot)		1793			1755			1837			1827	
Flt Permitted		0.95			0.80			0.95			0.96	
Satd. Flow (perm)		1712			1443			1741			1764	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	50	236	50	34	26	12	34	645	46	33	753	82
RTOR Reduction (vph)	0	12	0	0	9	0	0	4	0	0	6	0
Lane Group Flow (vph)	0	324	0	0	63	0	0	721	0	0	862	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.8			14.8			30.5			30.5	
Effective Green, g (s)		14.8			14.8			30.5			30.5	
Actuated g/C Ratio		0.28			0.28			0.57			0.57	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		475			401			996			1009	
v/s Ratio Prot												
v/s Ratio Perm		c0.19			0.04			0.41			c0.49	
v/c Ratio		0.68			0.16			0.72			0.85	
Uniform Delay, d1		17.2			14.5			8.3			9.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.0			0.2			2.6			7.2	
Delay (s)		21.2			14.7			11.0			16.7	
Level of Service		C			B			B			B	
Approach Delay (s)		21.2			14.7			11.0			16.7	
Approach LOS		C			B			B			B	

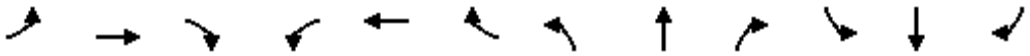
Intersection Summary			
HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	53.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	130	0	0	21	80	26	2868	11	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	0.95	0.95			1.00	1.00		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (prot)	1681	1769			1863	1550		6397				
Flt Permitted	0.95	1.00			1.00	1.00		1.00				
Satd. Flow (perm)	1681	1769			1863	1550		6397				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	130	0	0	21	80	26	2868	11	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	70	0	0	0	0	0	0
Lane Group Flow (vph)	9	131	0	0	21	10	0	2905	0	0	0	0
Confl. Peds. (#/hr)			15	15			15		15	15		15
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split					Perm	Perm					
Protected Phases	4	4			8			2				
Permitted Phases						8	2					
Actuated Green, G (s)	19.0	19.0			12.0	12.0		57.0				
Effective Green, g (s)	19.0	19.0			12.0	12.0		57.0				
Actuated g/C Ratio	0.19	0.19			0.12	0.12		0.57				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Grp Cap (vph)	319	336			224	186		3646				
v/s Ratio Prot	0.01	c0.07			c0.01							
v/s Ratio Perm						0.01		0.45				
v/c Ratio	0.03	0.39			0.09	0.05		0.80				
Uniform Delay, d1	33.0	35.4			39.2	39.0		16.9				
Progression Factor	1.00	1.00			1.00	1.00		1.00				
Incremental Delay, d2	0.2	3.4			0.8	0.5		1.9				
Delay (s)	33.1	38.8			40.0	39.5		18.8				
Level of Service	C	D			D	D		B				
Approach Delay (s)		38.4			39.6			18.8			0.0	
Approach LOS		D			D			B			A	

Intersection Summary			
HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

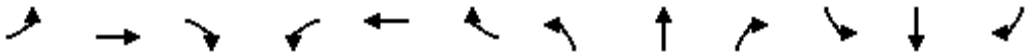
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	0	1	93	17	499	15	809	15	378	587	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.97			1.00	0.98	1.00	1.00		1.00	0.99	
Flpb, ped/bikes		0.98			0.96	1.00	1.00	1.00		1.00	1.00	
Frt		0.93			1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected		0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1615			1724	1552	1770	1855		1770	1822	
Flt Permitted		0.90			0.76	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1490			1362	1552	1770	1855		1770	1822	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	0	1	93	17	499	15	809	15	378	587	68
RTOR Reduction (vph)	0	1	0	0	0	141	0	0	0	0	3	0
Lane Group Flow (vph)	0	1	0	0	110	358	15	824	0	378	652	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)									5			5
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		10.5			10.5	32.5	18.0	55.5		22.0	59.5	
Effective Green, g (s)		10.5			10.5	32.5	18.0	55.5		22.0	59.5	
Actuated g/C Ratio		0.10			0.10	0.32	0.18	0.56		0.22	0.60	
Clearance Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		156			143	566	319	1030		389	1084	
v/s Ratio Prot						c0.14	0.01	c0.44		c0.21	0.36	
v/s Ratio Perm		0.00			0.08	0.09						
v/c Ratio		0.01			0.77	0.63	0.05	0.80		0.97	0.60	
Uniform Delay, d1		40.1			43.6	28.7	33.9	17.8		38.7	12.8	
Progression Factor		1.00			1.00	1.00	0.72	0.60		1.00	0.44	
Incremental Delay, d2		0.0			21.7	2.3	0.2	5.1		27.6	1.4	
Delay (s)		40.1			65.2	31.0	24.6	15.7		66.4	7.0	
Level of Service		D			E	C	C	B		E	A	
Approach Delay (s)		40.1			37.2			15.9			28.8	
Approach LOS		D			D			B			C	

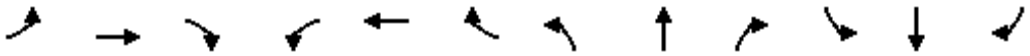
Intersection Summary			
HCM Average Control Delay	26.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	103	59	117	223	20	58	400	29	44	538	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.95			0.99			0.99			0.99	
Flt Protected		1.00			0.98			0.99			1.00	
Satd. Flow (prot)		1744			1807			1831			1828	
Flt Permitted		0.97			0.86			0.90			0.95	
Satd. Flow (perm)		1703			1579			1651			1742	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	103	59	117	223	20	58	400	29	44	538	59
RTOR Reduction (vph)	0	34	0	0	4	0	0	5	0	0	7	0
Lane Group Flow (vph)	0	138	0	0	356	0	0	482	0	0	634	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		14.4			14.4			21.8			21.8	
Effective Green, g (s)		14.4			14.4			21.8			21.8	
Actuated g/C Ratio		0.33			0.33			0.49			0.49	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		555			514			814			859	
v/s Ratio Prot												
v/s Ratio Perm		0.08			c0.23			0.29			c0.36	
v/c Ratio		0.25			0.69			0.59			0.74	
Uniform Delay, d1		10.9			13.0			8.0			8.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.2			4.0			1.2			3.3	
Delay (s)		11.2			17.0			9.2			12.3	
Level of Service		B			B			A			B	
Approach Delay (s)		11.2			17.0			9.2			12.3	
Approach LOS		B			B			A			B	

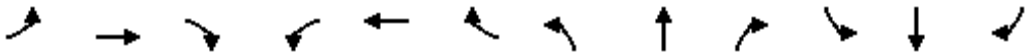
Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	44.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	314	122	10	173	14	10	717	16	275	639	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5		4.0	3.5	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.97			0.99			1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Frt		0.96			0.99			1.00		1.00	1.00	
Flt Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1745			1828			1853		1770	1856	
Flt Permitted		0.99			0.98			0.99		0.26	1.00	
Satd. Flow (perm)		1735			1792			1838		489	1856	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	314	122	10	173	14	10	717	16	275	639	10
RTOR Reduction (vph)	0	11	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	435	0	0	195	0	0	743	0	275	649	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		37.5			37.5			62.5		75.5	75.5	
Effective Green, g (s)		37.5			37.5			62.5		75.5	75.5	
Actuated g/C Ratio		0.31			0.31			0.52		0.63	0.63	
Clearance Time (s)		3.5			3.5			3.5		4.0	3.5	
Lane Grp Cap (vph)		542			560			957		404	1168	
v/s Ratio Prot										c0.05	0.35	
v/s Ratio Perm		c0.25			0.11			c0.40		0.38		
v/c Ratio		0.80			0.35			0.78		0.68	0.56	
Uniform Delay, d1		37.9			31.8			23.1		14.2	12.7	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		11.9			1.7			6.1		8.9	1.9	
Delay (s)		49.8			33.5			29.3		23.2	14.6	
Level of Service		D			C			C		C	B	
Approach Delay (s)		49.8			33.5			29.3			17.1	
Approach LOS		D			C			C			B	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	111.3%	ICU Level of Service	H
Analysis Period (min)	15		

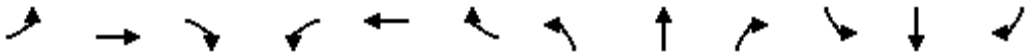
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	0	10	306	693	182	10	560	0	0	474	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00	1.00	1.00	1.00			1.00	
Frpb, ped/bikes		0.99		1.00	1.00	0.91	1.00	1.00			0.98	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00			1.00	
Frt		0.99		1.00	1.00	0.85	1.00	1.00			0.96	
Flt Protected		0.96		0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1742		1770	1863	1437	1770	1863			1756	
Flt Permitted		0.96		0.95	1.00	1.00	0.10	1.00			1.00	
Satd. Flow (perm)		1742		1770	1863	1437	191	1863			1756	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	97	0	10	306	693	182	10	560	0	0	474	207
RTOR Reduction (vph)	0	4	0	0	0	104	0	0	0	0	16	0
Lane Group Flow (vph)	0	103	0	306	693	78	10	560	0	0	665	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Split			Split		Perm	Perm					
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2					
Actuated Green, G (s)		11.0		38.0	38.0	38.0	39.0	39.0			39.0	
Effective Green, g (s)		11.0		38.0	38.0	38.0	39.0	39.0			39.0	
Actuated g/C Ratio		0.11		0.38	0.38	0.38	0.39	0.39			0.39	
Clearance Time (s)		4.0		4.0	4.0	4.0	4.0	4.0			4.0	
Lane Grp Cap (vph)		192		673	708	546	74	727			685	
v/s Ratio Prot		c0.06		0.17	c0.37			0.30			c0.38	
v/s Ratio Perm						0.05	0.05					
v/c Ratio		0.54		0.45	0.98	0.14	0.14	0.77			0.97	
Uniform Delay, d1		42.1		23.2	30.6	20.3	19.6	26.6			29.9	
Progression Factor		1.00		1.00	1.00	1.00	0.17	0.35			0.87	
Incremental Delay, d2		10.4		2.2	29.0	0.5	2.9	6.0			24.2	
Delay (s)		52.5		25.4	59.6	20.9	6.2	15.3			50.2	
Level of Service		D		C	E	C	A	B			D	
Approach Delay (s)		52.5			44.8			15.1			50.2	
Approach LOS		D			D			B			D	

Intersection Summary			
HCM Average Control Delay	39.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

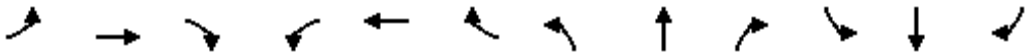
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	10	0	0	0	10	989	656	451	671	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00					1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		0.94					1.00	1.00	0.91	1.00	1.00	
Flpb, ped/bikes		0.96					1.00	1.00	1.00	1.00	1.00	
Frt		0.95					1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1583					1770	1863	1445	1770	1855	
Flt Permitted		0.98					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1583					1770	1863	1445	1770	1855	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	10	10	0	0	0	10	989	656	451	671	10
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	131	0	0	0
Lane Group Flow (vph)	0	21	0	0	0	0	10	989	525	451	681	0
Confl. Peds. (#/hr)	45		45	45		45	45		45	45		45
Confl. Bikes (#/hr)			5						5			5
Turn Type	Perm						Prot		Perm	Prot		
Protected Phases		4					5	2		1	6	
Permitted Phases	4								2			
Actuated Green, G (s)		6.6					4.0	60.4	60.4	21.0	77.4	
Effective Green, g (s)		6.6					4.0	60.4	60.4	21.0	77.4	
Actuated g/C Ratio		0.07					0.04	0.60	0.60	0.21	0.77	
Clearance Time (s)		4.0					4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0					3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		104					71	1125	873	372	1436	
v/s Ratio Prot							0.01	c0.53		c0.25	0.37	
v/s Ratio Perm		0.01							0.36			
v/c Ratio		0.20					0.14	0.88	0.60	1.21	0.47	
Uniform Delay, d1		44.2					46.3	16.7	12.3	39.5	4.0	
Progression Factor		1.00					0.88	1.24	1.68	1.00	1.00	
Incremental Delay, d2		0.9					1.2	3.1	0.9	117.9	1.1	
Delay (s)		45.1					41.9	23.8	21.5	157.4	5.2	
Level of Service		D					D	C	C	F	A	
Approach Delay (s)		45.1			0.0			23.0			65.8	
Approach LOS		D			A			C			E	

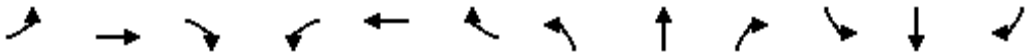
Intersection Summary			
HCM Average Control Delay	40.5	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.8%	ICU Level of Service	G
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	166	535	145	0	0	0	0	563	643	348	275	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	4.0	3.5	
Lane Util. Factor	1.00	0.95						0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	0.99						0.99	0.93	1.00	1.00	
Flpb, ped/bikes	0.92	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.97						0.98	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1622	3378						1719	1396	1770	1863	
Flt Permitted	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1622	3378						1719	1396	1770	1863	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	166	535	145	0	0	0	0	563	643	348	275	0
RTOR Reduction (vph)	0	25	0	0	0	0	0	6	119	0	0	0
Lane Group Flow (vph)	166	655	0	0	0	0	0	641	440	348	275	0
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)			5						5			5
Turn Type	Perm								Perm	Prot		
Protected Phases		2						8		7	4	
Permitted Phases	2								8			
Actuated Green, G (s)	22.5	22.5						37.5	37.5	19.0	60.5	
Effective Green, g (s)	22.5	22.5						37.5	37.5	19.0	60.5	
Actuated g/C Ratio	0.22	0.22						0.38	0.38	0.19	0.60	
Clearance Time (s)	3.5	3.5						3.5	3.5	4.0	3.5	
Lane Grp Cap (vph)	365	760						645	524	336	1127	
v/s Ratio Prot		c0.19						c0.37		c0.20	0.15	
v/s Ratio Perm	0.10								0.32			
v/c Ratio	0.45	0.86						0.99	0.84	1.04	0.24	
Uniform Delay, d1	33.5	37.3						31.1	28.5	40.5	9.2	
Progression Factor	0.97	0.96						0.37	0.51	1.00	1.00	
Incremental Delay, d2	1.9	6.3						19.8	5.9	58.6	0.5	
Delay (s)	34.3	41.9						31.5	20.5	99.1	9.7	
Level of Service	C	D						C	C	F	A	
Approach Delay (s)		40.4			0.0			26.4			59.6	
Approach LOS		D			A			C			E	

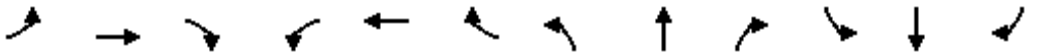
Intersection Summary			
HCM Average Control Delay	38.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	489	0	0	0	331	0	2000	57	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	1.00				1.00		1.00				
Frt	1.00	1.00				0.86		1.00				
Flt Protected	0.95	1.00				1.00		1.00				
Satd. Flow (prot)	3221	1692				1611		5056				
Flt Permitted	0.95	1.00				1.00		1.00				
Satd. Flow (perm)	3221	1692				1611		5056				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	167	489	0	0	0	331	0	2000	57	0	0	0
RTOR Reduction (vph)	80	2	0	0	0	19	0	8	0	0	0	0
Lane Group Flow (vph)	70	504	0	0	0	312	0	2049	0	0	0	0
Confl. Peds. (#/hr)			25	25			25		25	25		25
Confl. Bikes (#/hr)			5						5			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	4.0	16.1				8.6		16.9				
Effective Green, g (s)	4.0	16.1				8.6		16.9				
Actuated g/C Ratio	0.10	0.40				0.21		0.42				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	322	681				346		2136				
v/s Ratio Prot	0.02	c0.07				c0.19		c0.41				
v/s Ratio Perm		0.22										
v/c Ratio	0.22	0.74				0.90		0.96				
Uniform Delay, d1	16.6	10.2				15.3		11.2				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	1.5	7.1				28.9		12.0				
Delay (s)	18.1	17.3				44.2		23.2				
Level of Service	B	B				D		C				
Approach Delay (s)		17.5			44.2			23.2			0.0	
Approach LOS		B			D			C			A	

Intersection Summary			
HCM Average Control Delay	24.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		

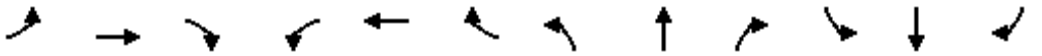
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	1489	89	125	1614	0	0	0	696
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					1.00		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6177		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6177		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1489	89	125	1614	0	0	0	696
RTOR Reduction (vph)	0	0	0	0	6	0	2	0	0	0	0	420
Lane Group Flow (vph)	0	0	0	0	1572	0	123	1614	0	0	0	276
Confl. Peds. (#/hr)	45		45	45		45			45	45		
Confl. Bikes (#/hr)						5			5			
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					15.5		8.0	25.5				13.5
Effective Green, g (s)					15.5		8.0	25.5				13.5
Actuated g/C Ratio					0.31		0.16	0.51				0.27
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					1915		549	1715				752
v/s Ratio Prot					c0.25		0.04	c0.48				0.10
v/s Ratio Perm												
v/c Ratio					0.82		0.22	0.94				0.37
Uniform Delay, d1					16.0		18.3	11.5				14.8
Progression Factor					1.68		0.96	1.26				1.15
Incremental Delay, d2					2.2		0.0	4.2				0.3
Delay (s)					29.0		17.6	18.8				17.3
Level of Service					C		B	B				B
Approach Delay (s)		0.0			29.0			18.7			17.3	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM Average Control Delay	22.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	123.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

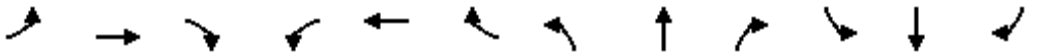


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	61	1285	297	278	972	0	0	404	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.91		1.00	0.95			0.95	0.95
Frpb, ped/bikes					0.98		1.00	1.00			1.00	1.00
Flpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Frt					0.97		1.00	1.00			1.00	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					4819		1770	3539			1764	1504
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					4819		1770	3539			1764	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	61	1285	297	278	972	0	0	404	79
RTOR Reduction (vph)	0	0	0	0	35	0	0	0	0	0	1	54
Lane Group Flow (vph)	0	0	0	0	1608	0	278	972	0	0	411	17
Confl. Peds. (#/hr)	45		45	45		45			45	45		
Confl. Bikes (#/hr)						5			5			5
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					35.5		29.5	29.5			24.5	24.5
Effective Green, g (s)					35.5		29.5	29.5			24.5	24.5
Actuated g/C Ratio					0.36		0.29	0.29			0.24	0.24
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					1711		522	1044			432	368
v/s Ratio Prot							0.16	c0.27			c0.23	0.01
v/s Ratio Perm					0.33							
v/c Ratio					0.94		0.53	0.93			0.95	0.05
Uniform Delay, d1					31.2		29.5	34.3			37.2	28.8
Progression Factor					0.64		0.90	0.95			0.69	0.43
Incremental Delay, d2					10.3		2.4	10.5			31.4	0.2
Delay (s)					30.2		29.0	42.9			57.2	12.6
Level of Service					C		C	D			E	B
Approach Delay (s)		0.0			30.2			39.8			50.7	
Approach LOS		A			C			D			D	

Intersection Summary			
HCM Average Control Delay	36.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	111.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

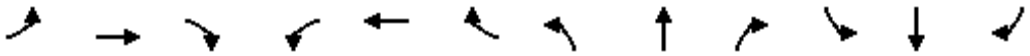
Movement	EBL	EBT	EBR	NBR	SBL	SBT	NEL	NER	NER2
Lane Configurations									
Volume (vph)	123	1484	559	114	159	615	144	1927	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	3.5	3.5	3.5	4.0	4.0	
Lane Util. Factor		0.91	1.00	0.88	0.91	0.91	1.00	0.91	
Frpb, ped/bikes		1.00	0.96	1.00	1.00	1.00	0.97	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	0.85	1.00	1.00	0.88	0.85	
Flt Protected		1.00	1.00	1.00	0.95	1.00	0.99	1.00	
Satd. Flow (prot)		5048	1521	2787	1610	3386	1568	2882	
Flt Permitted		1.00	1.00	1.00	0.95	1.00	0.99	1.00	
Satd. Flow (perm)		5048	1521	2787	1610	3386	1568	2882	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	123	1484	559	114	159	615	144	1927	252
RTOR Reduction (vph)	0	0	0	3	0	0	0	12	0
Lane Group Flow (vph)	0	1607	559	111	143	631	780	1531	0
Confl. Peds. (#/hr)	15		15				15	15	15
Confl. Bikes (#/hr)									
Turn Type	Perm		Perm	custom	Perm			Prot	
Protected Phases		2				1	3	3	
Permitted Phases	2		2	1	1				
Actuated Green, G (s)		42.0	42.0	20.5	20.5	20.5	56.0	56.0	
Effective Green, g (s)		42.0	42.0	20.5	20.5	20.5	56.0	56.0	
Actuated g/C Ratio		0.32	0.32	0.16	0.16	0.16	0.43	0.43	
Clearance Time (s)		4.0	4.0	3.5	3.5	3.5	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	2.0	2.0	2.0	4.0	4.0	
Lane Grp Cap (vph)		1631	491	439	254	534	675	1241	
v/s Ratio Prot							0.50	c0.53	
v/s Ratio Perm		0.32	c0.37	0.04	0.09	0.19			
v/c Ratio		0.99	1.14	0.25	0.56	1.18	1.16	1.23	
Uniform Delay, d1		43.7	44.0	48.0	50.6	54.8	37.0	37.0	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		19.1	84.5	0.1	1.7	99.7	86.1	112.3	
Delay (s)		62.7	128.5	48.2	52.3	154.5	123.1	149.3	
Level of Service		E	F	D	D	F	F	F	
Approach Delay (s)		79.7				135.6	140.5		
Approach LOS		E				F	F		

Intersection Summary			
HCM Average Control Delay	113.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	128.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



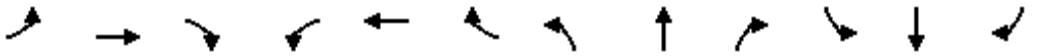
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	495	990	1855	312	0	0	0	0	1586	4	854
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Lane Util. Factor		0.91	0.91	0.94	1.00					0.91	0.91	0.88
Frpb, ped/bikes		0.99	1.00	1.00	1.00					1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00					0.99	1.00	1.00
Frt		0.93	0.85	1.00	1.00					1.00	1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (prot)		3097	1441	4990	1863					3205	1607	2708
Flt Permitted		1.00	1.00	0.95	1.00					0.95	0.95	1.00
Satd. Flow (perm)		3097	1441	4990	1863					3205	1607	2708
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	495	990	1855	312	0	0	0	0	1586	4	854
RTOR Reduction (vph)	0	180	379	0	0	0	0	0	0	0	0	589
Lane Group Flow (vph)	0	810	116	1855	312	0	0	0	0	1063	527	265
Confl. Peds. (#/hr)	5		5	5		5			5	5		5
Confl. Bikes (#/hr)			5			5						
Turn Type			Prot	Prot						Perm		Perm
Protected Phases		2	2	1	6						4	
Permitted Phases										4		4
Actuated Green, G (s)		23.0	23.0	34.0	61.0					31.0	31.0	31.0
Effective Green, g (s)		23.0	23.0	34.0	61.0					31.0	31.0	31.0
Actuated g/C Ratio		0.23	0.23	0.34	0.61					0.31	0.31	0.31
Clearance Time (s)		4.0	4.0	4.0	4.0					4.0	4.0	4.0
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0	3.0	3.0
Lane Grp Cap (vph)		712	331	1697	1136					994	498	839
v/s Ratio Prot		c0.26	0.08	c0.37	0.17							
v/s Ratio Perm										c0.33	0.33	0.10
v/c Ratio		1.14	0.35	1.09	0.27					1.07	1.06	0.32
Uniform Delay, d1		38.5	32.2	33.0	9.1					34.5	34.5	26.4
Progression Factor		1.00	1.00	1.30	1.79					1.00	1.00	1.00
Incremental Delay, d2		78.3	2.9	43.0	0.1					49.0	56.6	0.2
Delay (s)		116.8	35.2	85.9	16.4					83.5	91.1	26.6
Level of Service		F	D	F	B					F	F	C
Approach Delay (s)		89.6			75.9			0.0			65.3	
Approach LOS		F			E			A			E	

Intersection Summary			
HCM Average Control Delay	75.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	176.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



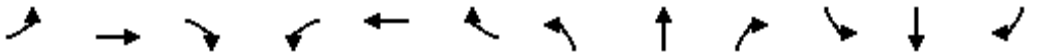
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	314	1767	0	0	2033	1752	134	15	1114	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Lane Util. Factor	0.97	0.95			0.86	0.86	1.00	0.91	0.91			
Frpb, ped/bikes	1.00	1.00			0.99	0.98	1.00	1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Frt	1.00	1.00			0.95	0.85	1.00	0.86	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	3539			4558	1332	1770	1451	2882			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	3539			4558	1332	1770	1451	2882			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	314	1767	0	0	2033	1752	134	15	1114	0	0	0
RTOR Reduction (vph)	0	0	0	0	78	307	0	27	51	0	0	0
Lane Group Flow (vph)	314	1767	0	0	2831	569	134	356	695	0	0	0
Confl. Peds. (#/hr)	5		5	5		5						
Confl. Bikes (#/hr)			5			5						
Turn Type	Prot					Perm	Split		Prot			
Protected Phases	5	2			6		8	8	8			
Permitted Phases						6						
Actuated Green, G (s)	9.0	70.0			57.0	57.0	22.0	22.0	22.0			
Effective Green, g (s)	9.0	70.0			57.0	57.0	22.0	22.0	22.0			
Actuated g/C Ratio	0.09	0.70			0.57	0.57	0.22	0.22	0.22			
Clearance Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Lane Grp Cap (vph)	309	2477			2598	759	389	319	634			
v/s Ratio Prot	c0.09	0.50			c0.62		0.08	c0.25	0.24			
v/s Ratio Perm						0.43						
v/c Ratio	1.02	0.71			1.09	0.75	0.34	1.12	1.10			
Uniform Delay, d1	45.5	9.0			21.5	16.2	32.9	39.0	39.0			
Progression Factor	0.65	1.17			0.36	0.92	1.00	1.00	1.00			
Incremental Delay, d2	19.5	0.2			41.1	0.6	0.5	85.1	65.0			
Delay (s)	49.3	10.7			48.8	15.5	33.4	124.1	104.0			
Level of Service	D	B			D	B	C	F	F			
Approach Delay (s)		16.5			41.1			102.6			0.0	
Approach LOS		B			D			F			A	

Intersection Summary			
HCM Average Control Delay	44.8	HCM Level of Service	D
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	176.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	713	1569	599	10	2423	12	682	41	28	10	24	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.91	0.91			0.95	0.95
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			0.93	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.98			0.86	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00	1.00
Satd. Flow (prot)	1770	5085	1560	1768	5081		3221	1604			1424	1504
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			1.00	1.00
Satd. Flow (perm)	1770	5085	1560	1768	5081		3221	1604			1424	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	713	1569	599	10	2423	12	682	41	28	10	24	680
RTOR Reduction (vph)	0	0	0	0	1	0	0	4	0	0	313	0
Lane Group Flow (vph)	713	1569	599	10	2434	0	505	242	0	0	47	354
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot		Free	Prot			Split			Split		pt+ov
Protected Phases	5	2		1	6		8	8		4	4	4 5
Permitted Phases			Free									
Actuated Green, G (s)	30.2	66.2	100.0	0.8	36.8		13.0	13.0			4.0	38.2
Effective Green, g (s)	30.2	66.2	100.0	0.8	36.8		13.0	13.0			4.0	38.2
Actuated g/C Ratio	0.30	0.66	1.00	0.01	0.37		0.13	0.13			0.04	0.38
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	535	3366	1560	14	1870		419	209			57	575
v/s Ratio Prot	c0.40	0.31		0.01	c0.48		c0.16	0.15			0.03	c0.24
v/s Ratio Perm			0.38									
v/c Ratio	1.33	0.47	0.38	0.71	1.30		1.21	1.16			0.83	0.62
Uniform Delay, d1	34.9	8.3	0.0	49.5	31.6		43.5	43.5			47.7	25.0
Progression Factor	1.01	1.31	1.00	1.00	1.00		0.84	0.83			1.00	1.00
Incremental Delay, d2	155.9	0.2	0.3	100.1	139.8		112.2	109.5			60.2	2.0
Delay (s)	191.0	11.0	0.3	149.6	171.4		148.8	145.6			107.8	26.9
Level of Service	F	B	A	F	F		F	F			F	C
Approach Delay (s)		53.4			171.4			147.7			67.7	
Approach LOS		D			F			F			E	

Intersection Summary			
HCM Average Control Delay	107.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	131.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



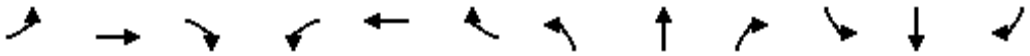
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	690	345	12	836	635	682	251	34	248	416	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	0.97	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.96	1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		0.99	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3288		1753	3539	1521	3433	1822		1770	1787	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3288		1753	3539	1521	3433	1822		1770	1787	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	46	690	345	12	836	635	682	251	34	248	416	119
RTOR Reduction (vph)	0	59	0	0	0	219	0	5	0	0	11	0
Lane Group Flow (vph)	46	976	0	12	836	416	682	281	0	248	525	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot		pm+ov	Prot			Prot		
Protected Phases	1	6		5	2	7	3	8		7	4	
Permitted Phases						2						
Actuated Green, G (s)	5.6	31.2		0.8	26.4	43.4	17.0	25.0		17.0	25.0	
Effective Green, g (s)	5.6	31.2		0.8	26.4	43.4	17.0	25.0		17.0	25.0	
Actuated g/C Ratio	0.06	0.31		0.01	0.26	0.43	0.17	0.25		0.17	0.25	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	99	1026		14	934	660	584	456		301	447	
v/s Ratio Prot	0.03	c0.30		0.01	c0.24	0.11	c0.20	0.15		0.14	c0.29	
v/s Ratio Perm						0.17						
v/c Ratio	0.46	0.95		0.86	0.90	0.63	1.17	0.62		0.82	1.17	
Uniform Delay, d1	45.7	33.7		49.5	35.5	22.0	41.5	33.2		40.1	37.5	
Progression Factor	1.00	1.00		0.72	0.80	3.66	1.04	1.10		1.00	1.00	
Incremental Delay, d2	3.4	18.5		34.4	1.4	0.2	86.7	1.5		16.5	99.4	
Delay (s)	49.2	52.2		70.1	29.8	80.8	129.9	37.9		56.5	136.9	
Level of Service	D	D		E	C	F	F	D		E	F	
Approach Delay (s)		52.1			52.0			102.8			111.5	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	74.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

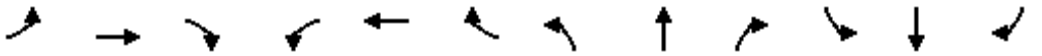
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	256	1197	139	563	616	30	406	588	389	218	394	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	12	11	11	11	11	11	11	11	11	12
Total Lost time (s)	5.0	4.5	4.0	5.0	4.5		4.5	4.5	4.5	4.5	4.5	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	1.00	0.96	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3319	3421	1511	3319	3387		3319	3421	1473	1711	3421	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3319	3421	1511	3319	3387		3319	3421	1473	1711	3421	1568
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	256	1197	139	563	616	30	406	588	389	218	394	330
RTOR Reduction (vph)	0	0	36	0	2	0	0	0	108	0	0	161
Lane Group Flow (vph)	256	1197	103	563	644	0	406	588	281	218	394	169
Confl. Peds. (#/hr)	35		35	35		35			35	35		
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot		pm+ov	Prot			Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6	3	5	2		3	8	5	7	4	1
Permitted Phases			6						8			4
Actuated Green, G (s)	15.9	50.5	72.6	25.0	59.6		22.1	27.0	52.0	16.0	20.9	36.8
Effective Green, g (s)	14.9	50.5	72.6	24.0	59.6		21.6	26.5	51.0	15.5	20.4	36.8
Actuated g/C Ratio	0.10	0.34	0.48	0.16	0.40		0.14	0.18	0.34	0.10	0.14	0.25
Clearance Time (s)	4.0	4.5	4.0	4.0	4.5		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	330	1152	731	531	1346		478	604	501	177	465	385
v/s Ratio Prot	0.08	c0.35	0.02	c0.17	0.19		0.12	c0.17	0.09	c0.13	0.12	0.05
v/s Ratio Perm			0.05						0.10			0.06
v/c Ratio	0.78	1.04	0.14	1.06	0.48		0.85	0.97	0.56	1.23	0.85	0.44
Uniform Delay, d1	65.9	49.8	21.4	63.0	33.6		62.6	61.4	40.4	67.2	63.3	47.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.0	37.2	0.0	56.0	1.2		12.7	29.7	0.9	143.5	12.9	0.3
Delay (s)	75.9	87.0	21.5	119.0	34.8		75.3	91.1	41.2	210.8	76.2	48.1
Level of Service	E	F	C	F	C		E	F	D	F	E	D
Approach Delay (s)		79.5			74.0			72.4			97.5	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM Average Control Delay	79.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	33.5
Intersection Capacity Utilization	97.2%	ICU Level of Service	F
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



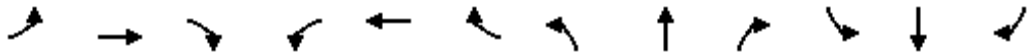
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	443	1693	10	64	1017	65	10	438	360	153	184	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.95	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.99	1.00	1.00	1.00	1.00	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3534		1770	3487		1744	1863	1509	1770	1637	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3534		1770	3487		1744	1863	1509	1770	1637	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	443	1693	10	64	1017	65	10	438	360	153	184	319
RTOR Reduction (vph)	0	1	0	0	5	0	0	0	71	0	57	0
Lane Group Flow (vph)	443	1702	0	64	1077	0	10	438	289	153	446	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	23.0	44.8		4.0	25.8		0.8	24.0	24.0	11.2	34.4	
Effective Green, g (s)	23.0	44.8		4.0	25.8		0.8	24.0	24.0	11.2	34.4	
Actuated g/C Ratio	0.23	0.45		0.04	0.26		0.01	0.24	0.24	0.11	0.34	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	407	1583		71	900		14	447	362	198	563	
v/s Ratio Prot	c0.25	c0.48		0.04	c0.31		0.01	c0.24		c0.09	c0.27	
v/s Ratio Perm									0.19			
v/c Ratio	1.09	1.08		0.90	1.20		0.71	0.98	0.80	0.77	0.79	
Uniform Delay, d1	38.5	27.6		47.8	37.1		49.5	37.8	35.7	43.2	29.6	
Progression Factor	0.83	0.81		1.04	0.80		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	61.6	42.1		50.3	94.7		100.1	37.9	16.7	16.9	7.5	
Delay (s)	93.6	64.3		99.9	124.4		149.6	75.6	52.4	60.1	37.1	
Level of Service	F	E		F	F		F	E	D	E	D	
Approach Delay (s)		70.4			123.0			66.2			42.4	
Approach LOS		E			F			E			D	

Intersection Summary			
HCM Average Control Delay	78.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	102.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



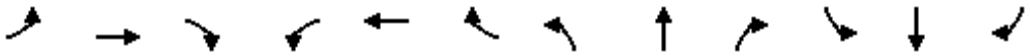
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2176	30	60	203	0	0	0	0	57	2871	943
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0						4.0	4.0
Lane Util. Factor		0.91		1.00	1.00						0.86	1.00
Frpb, ped/bikes		1.00		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		1.00		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						1.00	1.00
Satd. Flow (prot)		5072		1770	1863						6399	1531
Flt Permitted		1.00		0.95	1.00						1.00	1.00
Satd. Flow (perm)		5072		1770	1863						6399	1531
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2176	30	60	203	0	0	0	0	57	2871	943
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	328
Lane Group Flow (vph)	0	2205	0	60	203	0	0	0	0	0	2928	615
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						5
Turn Type				Prot						Perm		Perm
Protected Phases		4		3	8						2	
Permitted Phases										2		2
Actuated Green, G (s)		40.0		4.0	48.0						44.0	44.0
Effective Green, g (s)		40.0		4.0	48.0						44.0	44.0
Actuated g/C Ratio		0.40		0.04	0.48						0.44	0.44
Clearance Time (s)		4.0		4.0	4.0						4.0	4.0
Vehicle Extension (s)		3.0		3.0	3.0						3.0	3.0
Lane Grp Cap (vph)		2029		71	894						2816	674
v/s Ratio Prot		c0.43		c0.03	0.11							
v/s Ratio Perm											0.46	0.40
v/c Ratio		1.09		0.85	0.23						1.04	0.91
Uniform Delay, d1		30.0		47.7	15.2						28.0	26.2
Progression Factor		0.55		1.00	1.00						0.96	1.41
Incremental Delay, d2		41.7		56.7	0.1						19.3	2.4
Delay (s)		58.2		104.4	15.3						46.3	39.3
Level of Service		E		F	B						D	D
Approach Delay (s)		58.2			35.6			0.0			44.6	
Approach LOS		E			D			A			D	

Intersection Summary			
HCM Average Control Delay	48.9	HCM Level of Service	D
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



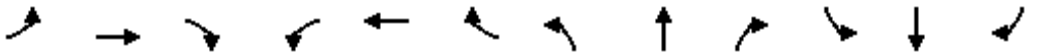
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1917	293	0	0	53	27	198	3608	153	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	0.94	1.00			1.00			0.86	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.96			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (prot)	4990	1863			1752			6384	1514			
Flt Permitted	0.95	1.00			1.00			1.00	1.00			
Satd. Flow (perm)	4990	1863			1752			6384	1514			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1917	293	0	0	53	27	198	3608	153	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	23	0	0	0
Lane Group Flow (vph)	1917	293	0	0	80	0	0	3806	130	0	0	0
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split						Perm		Perm			
Protected Phases	4	4			8			2				
Permitted Phases							2		2			
Actuated Green, G (s)	51.0	51.0			8.0			79.0	79.0			
Effective Green, g (s)	51.0	51.0			8.0			79.0	79.0			
Actuated g/C Ratio	0.34	0.34			0.05			0.53	0.53			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	1697	633			93			3362	797			
v/s Ratio Prot	c0.38	0.16			c0.05							
v/s Ratio Perm								0.60	0.09			
v/c Ratio	1.13	0.46			0.86			1.13	0.16			
Uniform Delay, d1	49.5	38.8			70.4			35.5	18.4			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	66.5	0.5			51.0			63.7	0.4			
Delay (s)	116.0	39.3			121.5			99.2	18.8			
Level of Service	F	D			F			F	B			
Approach Delay (s)		105.8			121.5			96.1			0.0	
Approach LOS		F			F			F			A	

Intersection Summary			
HCM Average Control Delay	99.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



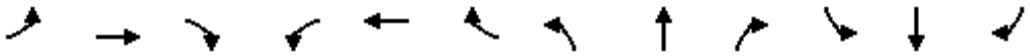
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	758	91	416	592	95	16	33	886	620	129	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00			0.95	0.95	0.95	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.97	0.96	1.00	1.00	
Flpb, ped/bikes	0.98	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.98			0.87	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00	0.95	0.97	
Satd. Flow (prot)	1735	3454		1770	1806			1477	1447	1681	1705	
Flt Permitted	0.40	1.00		0.95	1.00			1.00	1.00	0.95	0.97	
Satd. Flow (perm)	737	3454		1770	1806			1477	1447	1681	1705	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	758	91	416	592	95	16	33	886	620	129	10
RTOR Reduction (vph)	0	9	0	0	6	0	0	306	312	0	1	0
Lane Group Flow (vph)	10	840	0	416	681	0	0	168	149	378	380	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Prot			Split		Perm	Split		
Protected Phases		6		5	2		4	4		8	8	
Permitted Phases	6								4			
Actuated Green, G (s)	26.1	26.1		23.0	53.1			15.0	15.0	22.0	22.0	
Effective Green, g (s)	26.1	26.1		23.0	53.1			15.0	15.0	22.0	22.0	
Actuated g/C Ratio	0.26	0.26		0.23	0.52			0.15	0.15	0.22	0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	188	883		399	939			217	213	362	367	
v/s Ratio Prot		c0.24		c0.24	0.38			c0.11		c0.22	0.22	
v/s Ratio Perm	0.01								0.10			
v/c Ratio	0.05	0.95		1.04	0.73			0.77	0.70	1.04	1.04	
Uniform Delay, d1	28.7	37.4		39.5	18.9			41.9	41.4	40.0	40.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	20.6		56.6	4.9			15.6	9.6	59.3	56.6	
Delay (s)	29.2	57.9		96.1	23.8			57.5	51.0	99.3	96.7	
Level of Service	C	E		F	C			E	D	F	F	
Approach Delay (s)		57.6			51.1			54.3			98.0	
Approach LOS		E			D			D			F	

Intersection Summary			
HCM Average Control Delay	63.2	HCM Level of Service	E
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	102.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2257	10	0	0	0	0	0	0	89	3862	1084
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0									4.0	4.0
Lane Util. Factor		0.86									0.86	1.00
Frpb, ped/bikes		1.00									1.00	0.98
Flpb, ped/bikes		1.00									1.00	1.00
Frt		1.00									1.00	0.85
Flt Protected		1.00									1.00	1.00
Satd. Flow (prot)		6403									6400	1553
Flt Permitted		1.00									1.00	1.00
Satd. Flow (perm)		6403									6400	1553
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2257	10	0	0	0	0	0	0	89	3862	1084
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	442
Lane Group Flow (vph)	0	2267	0	0	0	0	0	0	0	0	3951	642
Confl. Peds. (#/hr)	5		5	5		5	5		5	5		5
Confl. Bikes (#/hr)			5			5						5
Turn Type										Perm		Perm
Protected Phases		4									2	
Permitted Phases										2		2
Actuated Green, G (s)		33.0									59.0	59.0
Effective Green, g (s)		33.0									59.0	59.0
Actuated g/C Ratio		0.33									0.59	0.59
Clearance Time (s)		4.0									4.0	4.0
Vehicle Extension (s)		3.0									3.0	3.0
Lane Grp Cap (vph)		2113									3776	916
v/s Ratio Prot		c0.35										
v/s Ratio Perm											0.62	0.41
v/c Ratio		1.07									1.05	0.70
Uniform Delay, d1		33.5									20.5	14.3
Progression Factor		1.00									1.00	1.00
Incremental Delay, d2		42.5									28.7	4.5
Delay (s)		76.0									49.2	18.8
Level of Service		E									D	B
Approach Delay (s)		76.0			0.0			0.0			42.6	
Approach LOS		E			A			A			D	

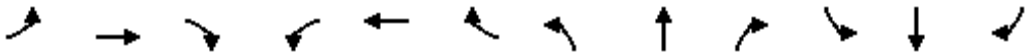
Intersection Summary			
HCM Average Control Delay	53.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	163.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2292	68	0	0	0	843	0	5521	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0		4.0				
Lane Util. Factor	0.94	1.00				0.88		0.86				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	1.00				1.00		1.00				
Frt	1.00	1.00				0.85		1.00				
Flt Protected	0.95	1.00				1.00		1.00				
Satd. Flow (prot)	4990	1863				2787		6405				
Flt Permitted	0.95	1.00				1.00		1.00				
Satd. Flow (perm)	4990	1863				2787		6405				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2292	68	0	0	0	843	0	5521	15	0	0	0
RTOR Reduction (vph)	237	0	0	0	0	140	0	0	0	0	0	0
Lane Group Flow (vph)	2055	68	0	0	0	703	0	5536	0	0	0	0
Confl. Peds. (#/hr)			5	5			5		5	5		5
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split					custom						
Protected Phases	4	4				8		2				
Permitted Phases												
Actuated Green, G (s)	27.0	27.0				8.0		53.0				
Effective Green, g (s)	27.0	27.0				8.0		53.0				
Actuated g/C Ratio	0.27	0.27				0.08		0.53				
Clearance Time (s)	4.0	4.0				4.0		4.0				
Vehicle Extension (s)	3.0	3.0				3.0		3.0				
Lane Grp Cap (vph)	1347	503				223		3395				
v/s Ratio Prot	c0.41	0.04				c0.25		c0.86				
v/s Ratio Perm												
v/c Ratio	1.53	0.14				3.15		1.63				
Uniform Delay, d1	36.5	27.7				46.0		23.5				
Progression Factor	0.47	0.18				1.00		1.00				
Incremental Delay, d2	237.0	0.0				980.6		285.1				
Delay (s)	254.1	4.9				1026.6		308.6				
Level of Service	F	A				F		F				
Approach Delay (s)		246.9			1026.6			308.6			0.0	
Approach LOS		F			F			F			A	

Intersection Summary			
HCM Average Control Delay	361.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	163.3%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

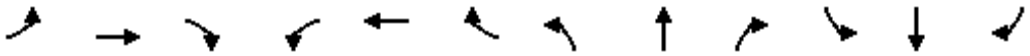


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	776	105	118	569	353	53	286	251	281	398	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.94		1.00	0.93		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3449		1770	1712		1770	1699		1770	1853	
Flt Permitted	0.12	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	223	3449		1770	1712		1770	1699		1770	1853	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	26	776	105	118	569	353	53	286	251	281	398	10
RTOR Reduction (vph)	0	11	0	0	23	0	0	31	0	0	1	0
Lane Group Flow (vph)	26	870	0	118	899	0	53	506	0	281	407	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Prot			Prot			Prot		
Protected Phases		6		5	2		3	8		7	4	
Permitted Phases	6											
Actuated Green, G (s)	33.4	33.4		8.8	46.2		5.6	26.8		15.0	36.2	
Effective Green, g (s)	33.4	33.4		8.8	46.2		5.6	26.8		15.0	36.2	
Actuated g/C Ratio	0.33	0.33		0.09	0.46		0.06	0.27		0.15	0.36	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	74	1152		156	791		99	455		266	671	
v/s Ratio Prot		0.25		0.07	c0.53		0.03	c0.30		c0.16	0.22	
v/s Ratio Perm	0.12											
v/c Ratio	0.35	0.76		0.76	1.14		0.54	1.11		1.06	0.61	
Uniform Delay, d1	25.1	29.7		44.6	26.9		45.9	36.6		42.5	26.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.6	4.6		18.7	76.8		5.5	76.0		70.8	1.6	
Delay (s)	37.8	34.3		63.2	103.7		51.4	112.6		113.3	27.6	
Level of Service	D	C		E	F		D	F		F	C	
Approach Delay (s)		34.4			99.1			107.1			62.6	
Approach LOS		C			F			F			E	

Intersection Summary			
HCM Average Control Delay	74.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	115.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

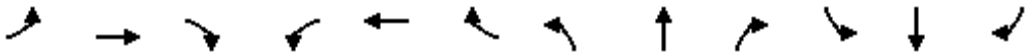
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	582	400	527	1067	298	594
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	0.97		1.00	1.00	0.98	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.94		1.00	1.00	0.91	
Flt Protected	1.00		0.95	1.00	0.98	
Satd. Flow (prot)	3220		1770	1863	1631	
Flt Permitted	1.00		0.95	1.00	0.98	
Satd. Flow (perm)	3220		1770	1863	1631	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	582	400	527	1067	298	594
RTOR Reduction (vph)	123	0	0	0	72	0
Lane Group Flow (vph)	859	0	527	1067	820	0
Confl. Peds. (#/hr)		15	15		15	15
Confl. Bikes (#/hr)		5				
Turn Type			Prot			
Protected Phases	6		5	2	4	
Permitted Phases						
Actuated Green, G (s)	25.0		23.0	52.0	40.0	
Effective Green, g (s)	25.0		23.0	52.0	40.0	
Actuated g/C Ratio	0.25		0.23	0.52	0.40	
Clearance Time (s)	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	805		407	969	652	
v/s Ratio Prot	0.27		c0.30	c0.57	c0.50	
v/s Ratio Perm						
v/c Ratio	1.07		1.29	1.10	1.26	
Uniform Delay, d1	37.5		38.5	24.0	30.0	
Progression Factor	0.98		0.92	0.66	1.00	
Incremental Delay, d2	33.1		134.4	47.3	128.1	
Delay (s)	69.7		169.7	63.2	158.1	
Level of Service	E		F	E	F	
Approach Delay (s)	69.7			98.4	158.1	
Approach LOS	E			F	F	

Intersection Summary			
HCM Average Control Delay	105.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	122.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	400	770	10	10	801	18	261	12	10	40	10	532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			1.00			0.88	
Flt Protected	0.95	1.00		0.95	1.00			0.96			1.00	
Satd. Flow (prot)	1770	1857		1770	1854			1770			1578	
Flt Permitted	0.95	1.00		0.95	1.00			0.96			1.00	
Satd. Flow (perm)	1770	1857		1770	1854			1770			1578	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	400	770	10	10	801	18	261	12	10	40	10	532
RTOR Reduction (vph)	0	0	0	0	1	0	0	1	0	0	303	0
Lane Group Flow (vph)	400	780	0	10	818	0	0	282	0	0	279	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5						
Turn Type	Prot			Prot			Split			Split		
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases												
Actuated Green, G (s)	21.4	52.7		4.3	35.6			12.0			15.0	
Effective Green, g (s)	21.4	52.7		4.3	35.6			12.0			15.0	
Actuated g/C Ratio	0.21	0.53		0.04	0.36			0.12			0.15	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	379	979		76	660			212			237	
v/s Ratio Prot	c0.23	0.42		0.01	c0.44			c0.16			c0.18	
v/s Ratio Perm												
v/c Ratio	1.06	0.80		0.13	1.24			1.33			1.18	
Uniform Delay, d1	39.3	19.3		46.1	32.2			44.0			42.5	
Progression Factor	0.98	1.03		1.16	0.84			1.00			1.00	
Incremental Delay, d2	31.4	0.4		0.4	114.0			177.5			114.1	
Delay (s)	69.9	20.2		53.6	140.9			221.5			156.6	
Level of Service	E	C		D	F			F			F	
Approach Delay (s)		37.1			139.8			221.5			156.6	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM Average Control Delay	109.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	133.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

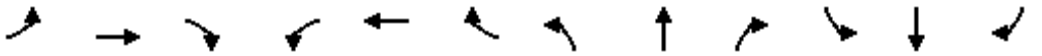


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	118	30	151	96	196	13	827	272	265	839	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.95			0.98		1.00	0.99	
Flpb, ped/bikes	0.98	1.00		0.97	1.00			1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.90			0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1737	1780		1715	1596			1772		1770	1826	
Flt Permitted	0.22	1.00		0.54	1.00			0.99		0.95	1.00	
Satd. Flow (perm)	406	1780		974	1596			1751		1770	1826	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	104	118	30	151	96	196	13	827	272	265	839	87
RTOR Reduction (vph)	0	9	0	0	74	0	0	12	0	0	4	0
Lane Group Flow (vph)	104	139	0	151	218	0	0	1100	0	265	922	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Prot		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2					
Actuated Green, G (s)	18.0	18.0		18.0	18.0			58.0		12.0	74.0	
Effective Green, g (s)	18.0	18.0		18.0	18.0			58.0		12.0	74.0	
Actuated g/C Ratio	0.18	0.18		0.18	0.18			0.58		0.12	0.74	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	73	320		175	287			1016		212	1351	
v/s Ratio Prot		0.08			0.14					c0.15	0.51	
v/s Ratio Perm	c0.26			0.15				c0.63				
v/c Ratio	1.42	0.43		0.86	0.76			1.08		1.25	0.68	
Uniform Delay, d1	41.0	36.5		39.8	39.0			21.0		44.0	6.8	
Progression Factor	1.00	1.00		0.89	0.84			1.00		1.00	1.00	
Incremental Delay, d2	253.5	0.9		23.8	7.6			53.5		145.4	2.8	
Delay (s)	294.5	37.4		59.4	40.4			74.5		189.4	9.6	
Level of Service	F	D		E	D			E		F	A	
Approach Delay (s)		143.5			46.9			74.5			49.6	
Approach LOS		F			D			E			D	

Intersection Summary			
HCM Average Control Delay	66.3	HCM Level of Service	E
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	147.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	498	162	10	24	218	94	575	457	47	866	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0		4.0	
Lane Util. Factor		1.00			1.00			1.00	1.00		1.00	
Frpb, ped/bikes		0.99			0.96			1.00	0.95		1.00	
Flpb, ped/bikes		1.00			1.00			1.00	1.00		1.00	
Frt		0.97			0.88			1.00	0.85		0.99	
Flt Protected		0.99			1.00			0.99	1.00		1.00	
Satd. Flow (prot)		1776			1571			1849	1508		1838	
Flt Permitted		0.95			0.97			0.78	1.00		0.91	
Satd. Flow (perm)		1687			1525			1453	1508		1684	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	75	498	162	10	24	218	94	575	457	47	866	55
RTOR Reduction (vph)	0	17	0	0	145	0	0	0	63	0	4	0
Lane Group Flow (vph)	0	718	0	0	107	0	0	669	394	0	964	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm		Perm	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)		20.0			20.0			32.0	32.0		32.0	
Effective Green, g (s)		20.0			20.0			32.0	32.0		32.0	
Actuated g/C Ratio		0.33			0.33			0.53	0.53		0.53	
Clearance Time (s)		4.0			4.0			4.0	4.0		4.0	
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)		562			508			775	804		898	
v/s Ratio Prot												
v/s Ratio Perm		c0.43			0.07			0.46	0.26		c0.57	
v/c Ratio		1.28			0.21			0.86	0.49		1.07	
Uniform Delay, d1		20.0			14.3			12.1	8.8		14.0	
Progression Factor		1.00			1.00			1.00	1.00		1.00	
Incremental Delay, d2		138.5			0.2			9.8	0.5		51.9	
Delay (s)		158.5			14.5			21.9	9.3		65.9	
Level of Service		F			B			C	A		E	
Approach Delay (s)		158.5			14.5			16.8			65.9	
Approach LOS		F			B			B			E	

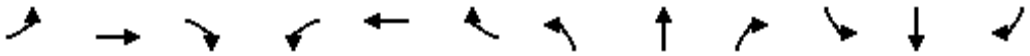
Intersection Summary			
HCM Average Control Delay	65.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	154.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	662	172	0	0	10	126	250	3423	14	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Util. Factor	0.95	0.95			1.00	1.00		0.86				
Frpb, ped/bikes	1.00	1.00			1.00	0.98		1.00				
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	0.97			1.00	1.00		1.00				
Satd. Flow (prot)	1681	1719			1863	1550		6359				
Flt Permitted	0.95	0.97			1.00	1.00		1.00				
Satd. Flow (perm)	1681	1719			1863	1550		6359				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	662	172	0	0	10	126	250	3423	14	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	7	0	0	0	0	0	0
Lane Group Flow (vph)	410	424	0	0	10	119	0	3687	0	0	0	0
Confl. Peds. (#/hr)			15	15			15		15	15		15
Confl. Bikes (#/hr)			5			5			5			
Turn Type	Split					Perm	Perm					
Protected Phases	4	4			8			2				
Permitted Phases						8	2					
Actuated Green, G (s)	24.0	24.0			12.0	12.0		52.0				
Effective Green, g (s)	24.0	24.0			12.0	12.0		52.0				
Actuated g/C Ratio	0.24	0.24			0.12	0.12		0.52				
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0				
Lane Grp Cap (vph)	403	413			224	186		3307				
v/s Ratio Prot	0.24	c0.25			0.01							
v/s Ratio Perm						c0.08		0.58				
v/c Ratio	1.02	1.03			0.04	0.64		1.11				
Uniform Delay, d1	38.0	38.0			38.9	41.9		24.0				
Progression Factor	1.00	1.00			1.00	1.00		0.66				
Incremental Delay, d2	49.3	51.3			0.4	15.7		53.1				
Delay (s)	87.3	89.3			39.3	57.6		69.0				
Level of Service	F	F			D	E		E				
Approach Delay (s)		88.3			56.3			69.0			0.0	
Approach LOS		F			E			E			A	

Intersection Summary			
HCM Average Control Delay	72.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



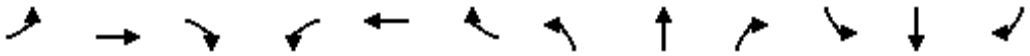
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	24	35	86	10	923	0	1113	72	434	783	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00	1.00		1.00		1.00	1.00	
Frpb, ped/bikes		0.98			1.00	0.98		1.00		1.00	1.00	
Flpb, ped/bikes		0.98			0.97	1.00		1.00		1.00	1.00	
Frt		0.96			1.00	0.85		0.99		1.00	1.00	
Flt Protected		0.98			0.96	1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1682			1736	1555		1839		1770	1858	
Flt Permitted		0.72			0.61	1.00		1.00		0.95	1.00	
Satd. Flow (perm)		1241			1105	1555		1839		1770	1858	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	24	35	86	10	923	0	1113	72	434	783	10
RTOR Reduction (vph)	0	16	0	0	0	102	0	2	0	0	0	0
Lane Group Flow (vph)	0	98	0	0	96	821	0	1183	0	434	793	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)									5			5
Turn Type	Perm			Perm		pm+ov	Prot			Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8						
Actuated Green, G (s)		10.6			10.6	36.6		51.4		26.0	59.4	
Effective Green, g (s)		10.6			10.6	36.6		51.4		26.0	59.4	
Actuated g/C Ratio		0.11			0.11	0.37		0.51		0.26	0.59	
Clearance Time (s)		4.0			4.0	4.0		4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0	3.0		3.0		3.0	3.0	
Lane Grp Cap (vph)		132			117	631		945		460	1104	
v/s Ratio Prot						c0.34		c0.64		0.25	0.43	
v/s Ratio Perm		0.08			0.09	0.19						
v/c Ratio		0.74			0.82	1.30		1.25		0.94	0.72	
Uniform Delay, d1		43.4			43.8	31.7		24.3		36.3	14.4	
Progression Factor		1.00			1.00	1.00		0.80		0.64	1.95	
Incremental Delay, d2		19.9			35.0	146.8		117.5		4.9	0.4	
Delay (s)		63.3			78.7	178.5		136.9		28.1	28.4	
Level of Service		E			E	F		F		C	C	
Approach Delay (s)		63.3			169.1			136.9			28.3	
Approach LOS		E			F			F			C	

Intersection Summary			
HCM Average Control Delay	106.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	141.8%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	383	127	101	323	12	25	813	69	138	562	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			1.00			0.99			1.00	
Flt Protected		1.00			0.99			1.00			0.99	
Satd. Flow (prot)		1777			1829			1834			1839	
Flt Permitted		0.99			0.65			0.98			0.68	
Satd. Flow (perm)		1756			1211			1791			1271	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	13	383	127	101	323	12	25	813	69	138	562	11
RTOR Reduction (vph)	0	19	0	0	2	0	0	5	0	0	1	0
Lane Group Flow (vph)	0	504	0	0	434	0	0	902	0	0	710	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		20.0			20.0			32.0			32.0	
Effective Green, g (s)		20.0			20.0			32.0			32.0	
Actuated g/C Ratio		0.33			0.33			0.53			0.53	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		585			404			955			678	
v/s Ratio Prot												
v/s Ratio Perm		0.29			c0.36			0.50			c0.56	
v/c Ratio		0.86			1.07			0.94			1.05	
Uniform Delay, d1		18.7			20.0			13.2			14.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		12.3			66.0			17.2			47.6	
Delay (s)		31.0			86.0			30.3			61.6	
Level of Service		C			F			C			E	
Approach Delay (s)		31.0			86.0			30.3			61.6	
Approach LOS		C			F			C			E	

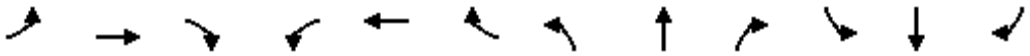
Intersection Summary			
HCM Average Control Delay	48.5	HCM Level of Service	D
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	152.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	81	566	196	10	267	79	10	723	175	187	652	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5			3.5			3.5		4.0	3.5	
Lane Util. Factor		1.00			1.00			1.00		1.00	1.00	
Frpb, ped/bikes		0.98			0.98			0.99		1.00	1.00	
Flpb, ped/bikes		1.00			1.00			1.00		1.00	1.00	
Frt		0.97			0.97			0.97		1.00	1.00	
Flt Protected		1.00			1.00			1.00		0.95	1.00	
Satd. Flow (prot)		1757			1768			1788		1770	1856	
Flt Permitted		0.91			0.98			0.99		0.16	1.00	
Satd. Flow (perm)		1602			1730			1775		300	1856	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	81	566	196	10	267	79	10	723	175	187	652	10
RTOR Reduction (vph)	0	9	0	0	9	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	834	0	0	347	0	0	901	0	187	662	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		51.5			51.5			53.5		61.5	61.5	
Effective Green, g (s)		51.5			51.5			53.5		61.5	61.5	
Actuated g/C Ratio		0.43			0.43			0.45		0.51	0.51	
Clearance Time (s)		3.5			3.5			3.5		4.0	3.5	
Lane Grp Cap (vph)		688			742			791		203	951	
v/s Ratio Prot										c0.03	0.36	
v/s Ratio Perm		c0.52			0.20			c0.51		0.44		
v/c Ratio		1.21			0.47			1.14		0.92	0.70	
Uniform Delay, d1		34.2			24.5			33.2		33.1	22.2	
Progression Factor		1.00			1.00			1.00		1.00	1.00	
Incremental Delay, d2		108.6			2.1			77.5		45.4	4.2	
Delay (s)		142.8			26.6			110.8		78.5	26.4	
Level of Service		F			C			F		E	C	
Approach Delay (s)		142.8			26.6			110.8			37.9	
Approach LOS		F			C			F			D	

Intersection Summary			
HCM Average Control Delay	88.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	164.1%	ICU Level of Service	H
Analysis Period (min)	15		

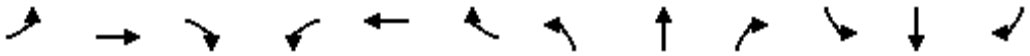
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	0	409	320	692	619	10	428	0	0	334	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	4.0	4.0	4.0			4.0	
Lane Util. Factor		1.00		1.00	1.00	1.00	1.00	1.00			1.00	
Frpb, ped/bikes		0.93		1.00	1.00	0.91	1.00	1.00			0.96	
Flpb, ped/bikes		1.00		1.00	1.00	1.00	1.00	1.00			1.00	
Frt		0.90		1.00	1.00	0.85	1.00	1.00			0.91	
Flt Protected		0.99		0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1535		1770	1863	1434	1770	1863			1644	
Flt Permitted		0.99		0.95	1.00	1.00	0.11	1.00			1.00	
Satd. Flow (perm)		1535		1770	1863	1434	196	1863			1644	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	138	0	409	320	692	619	10	428	0	0	334	570
RTOR Reduction (vph)	0	107	0	0	0	225	0	0	0	0	61	0
Lane Group Flow (vph)	0	440	0	320	692	394	10	428	0	0	843	0
Confl. Peds. (#/hr)	25		25	25		25	25		25	25		25
Confl. Bikes (#/hr)			5			5			5			5
Turn Type	Split			Split		Perm	Perm					
Protected Phases	4	4		8	8			2			6	
Permitted Phases						8	2					
Actuated Green, G (s)		22.0		28.0	28.0	28.0	38.0	38.0			38.0	
Effective Green, g (s)		22.0		28.0	28.0	28.0	38.0	38.0			38.0	
Actuated g/C Ratio		0.22		0.28	0.28	0.28	0.38	0.38			0.38	
Clearance Time (s)		4.0		4.0	4.0	4.0	4.0	4.0			4.0	
Lane Grp Cap (vph)		338		496	522	402	74	708			625	
v/s Ratio Prot		c0.29		0.18	c0.37			0.23			c0.51	
v/s Ratio Perm						0.27	0.05					
v/c Ratio		1.30		0.65	1.33	0.98	0.14	0.60			1.35	
Uniform Delay, d1		39.0		31.6	36.0	35.7	20.3	25.0			31.0	
Progression Factor		1.00		0.88	0.89	0.76	0.89	0.92			0.51	
Incremental Delay, d2		156.0		6.3	159.3	40.1	3.5	3.6			163.8	
Delay (s)		195.0		34.0	191.2	67.1	21.5	26.5			179.6	
Level of Service		F		C	F	E	C	C			F	
Approach Delay (s)		195.0			113.3			26.4			179.6	
Approach LOS		F			F			C			F	

Intersection Summary			
HCM Average Control Delay	132.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	135.0%	ICU Level of Service	H
Analysis Period (min)	15		

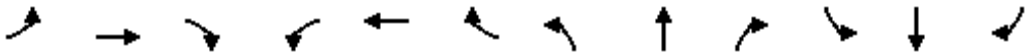
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	201	10	0	0	0	10	951	533	747	966	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00					1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		0.99					1.00	1.00	0.91	1.00	1.00	
Flpb, ped/bikes		0.99					1.00	1.00	1.00	1.00	1.00	
Frt		0.99					1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1823					1770	1863	1445	1770	1857	
Flt Permitted		1.00					0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1823					1770	1863	1445	1770	1857	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	10	201	10	0	0	0	10	951	533	747	966	10
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	100	0	0	0
Lane Group Flow (vph)	0	219	0	0	0	0	10	951	433	747	976	0
Confl. Peds. (#/hr)	45		45	45		45	45		45	45		45
Confl. Bikes (#/hr)			5						5			5
Turn Type	Perm						Prot		Perm	Prot		
Protected Phases		4					5	2		1	6	
Permitted Phases	4								2			
Actuated Green, G (s)		8.0					4.0	47.0	47.0	33.0	76.0	
Effective Green, g (s)		8.0					4.0	47.0	47.0	33.0	76.0	
Actuated g/C Ratio		0.08					0.04	0.47	0.47	0.33	0.76	
Clearance Time (s)		4.0					4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0					3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		146					71	876	679	584	1411	
v/s Ratio Prot							0.01	c0.51		c0.42	0.53	
v/s Ratio Perm		0.12							0.30			
v/c Ratio		1.50					0.14	1.09	0.64	1.28	0.69	
Uniform Delay, d1		46.0					46.3	26.5	20.1	33.5	6.1	
Progression Factor		1.00					1.14	0.28	0.04	1.00	1.00	
Incremental Delay, d2		257.8					1.5	46.2	1.6	138.4	2.8	
Delay (s)		303.8					54.4	53.5	2.4	171.9	8.9	
Level of Service		F					D	D	A	F	A	
Approach Delay (s)		303.8			0.0			35.3			79.6	
Approach LOS		F			A			D			E	

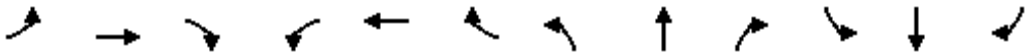
Intersection Summary			
HCM Average Control Delay	74.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	120.0%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	1206	200	0	0	0	0	643	675	331	557	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5						3.5	3.5	4.0	3.5	
Lane Util. Factor	1.00	0.95						0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	0.99						0.99	0.93	1.00	1.00	
Flpb, ped/bikes	0.92	1.00						1.00	1.00	1.00	1.00	
Frt	1.00	0.98						0.99	0.85	1.00	1.00	
Flt Protected	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1622	3432						1732	1395	1770	1863	
Flt Permitted	0.95	1.00						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1622	3432						1732	1395	1770	1863	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	101	1206	200	0	0	0	0	643	675	331	557	0
RTOR Reduction (vph)	0	13	0	0	0	0	0	4	92	0	0	0
Lane Group Flow (vph)	101	1393	0	0	0	0	0	707	515	331	557	0
Confl. Peds. (#/hr)	35		35	35		35	35		35	35		35
Confl. Bikes (#/hr)			5						5			5
Turn Type	Perm								Perm	Prot		
Protected Phases		2						8		7	4	
Permitted Phases	2								8			
Actuated Green, G (s)	34.5	34.5						31.5	31.5	13.0	48.5	
Effective Green, g (s)	34.5	34.5						31.5	31.5	13.0	48.5	
Actuated g/C Ratio	0.34	0.34						0.32	0.32	0.13	0.48	
Clearance Time (s)	3.5	3.5						3.5	3.5	4.0	3.5	
Lane Grp Cap (vph)	560	1184						546	439	230	904	
v/s Ratio Prot		c0.41						c0.41		c0.19	0.30	
v/s Ratio Perm	0.06								0.37			
v/c Ratio	0.18	1.18						1.29	1.17	1.44	0.62	
Uniform Delay, d1	22.9	32.8						34.2	34.2	43.5	18.9	
Progression Factor	1.25	1.22						1.22	1.51	1.00	1.00	
Incremental Delay, d2	0.1	80.3						133.9	79.9	220.6	3.1	
Delay (s)	28.6	120.3						175.6	131.7	264.1	22.1	
Level of Service	C	F						F	F	F	C	
Approach Delay (s)		114.2			0.0			155.4			112.3	
Approach LOS		F			A			F			F	

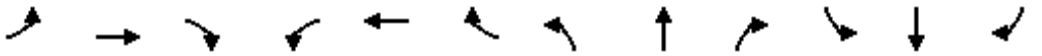
Intersection Summary			
HCM Average Control Delay	128.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	116.8%	ICU Level of Service	H
Analysis Period (min)	15		
Description: 10% of time for LRT			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	701	650	0	0	0	123	0	2926	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5				3.5		3.5				
Lane Util. Factor	0.91	0.91				1.00		0.91				
Frpb, ped/bikes	1.00	1.00				1.00		1.00				
Flpb, ped/bikes	1.00	1.00				1.00		1.00				
Frt	1.00	1.00				0.86		1.00				
Flt Protected	0.95	1.00				1.00		1.00				
Satd. Flow (prot)	3221	1687				1611		5069				
Flt Permitted	0.95	1.00				1.00		1.00				
Satd. Flow (perm)	3221	1687				1611		5069				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	701	650	0	0	0	123	0	2926	39	0	0	0
RTOR Reduction (vph)	32	3	0	0	0	3	0	1	0	0	0	0
Lane Group Flow (vph)	599	717	0	0	0	120	0	2964	0	0	0	0
Confl. Peds. (#/hr)			25	25			25		25	25		25
Confl. Bikes (#/hr)			5						5			
Turn Type	Prot					custom						
Protected Phases	1	6				2		4				
Permitted Phases												
Actuated Green, G (s)	19.5	31.7				8.7		61.3				
Effective Green, g (s)	19.5	31.7				8.7		61.3				
Actuated g/C Ratio	0.20	0.32				0.09		0.61				
Clearance Time (s)	3.5	3.5				3.5		3.5				
Lane Grp Cap (vph)	628	535				140		3107				
v/s Ratio Prot	0.19	c0.26				0.07		c0.58				
v/s Ratio Perm		0.16										
v/c Ratio	0.95	1.34				0.86		0.95				
Uniform Delay, d1	39.8	34.1				45.0		18.0				
Progression Factor	1.00	1.00				1.00		1.00				
Incremental Delay, d2	26.1	165.0				45.6		8.5				
Delay (s)	65.9	199.2				90.6		26.5				
Level of Service	E	F				F		C				
Approach Delay (s)		136.9			90.6			26.5			0.0	
Approach LOS		F			F			C			A	

Intersection Summary			
HCM Average Control Delay	61.9	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	7.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		

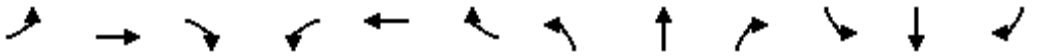
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	2792	191	138	1468	0	0	0	1027
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					4.0		5.0	5.0				4.0
Lane Util. Factor					0.86		0.97	0.95				0.88
Frpb, ped/bikes					0.99		1.00	1.00				1.00
Flpb, ped/bikes					1.00		1.00	1.00				1.00
Frt					0.99		1.00	1.00				0.85
Flt Protected					1.00		0.95	1.00				1.00
Satd. Flow (prot)					6153		3433	3362				2787
Flt Permitted					1.00		0.95	1.00				1.00
Satd. Flow (perm)					6153		3433	3362				2787
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2792	191	138	1468	0	0	0	1027
RTOR Reduction (vph)	0	0	0	0	7	0	4	0	0	0	0	113
Lane Group Flow (vph)	0	0	0	0	2976	0	134	1468	0	0	0	914
Confl. Peds. (#/hr)	45		45	45		45			45	45		
Confl. Bikes (#/hr)						5			5			
Parking (#/hr)					0			0				
Turn Type							Prot					custom
Protected Phases					2		3	8				4
Permitted Phases												
Actuated Green, G (s)					43.0		10.2	48.0				33.8
Effective Green, g (s)					43.0		10.2	48.0				33.8
Actuated g/C Ratio					0.43		0.10	0.48				0.34
Clearance Time (s)					4.0		5.0	5.0				4.0
Vehicle Extension (s)					2.0		2.0	2.0				3.0
Lane Grp Cap (vph)					2646		350	1614				942
v/s Ratio Prot					c0.48		0.04	c0.44				c0.33
v/s Ratio Perm												
v/c Ratio					1.12		0.38	0.91				0.97
Uniform Delay, d1					28.5		42.0	24.0				32.6
Progression Factor					0.60		1.01	1.13				0.84
Incremental Delay, d2					57.8		0.2	6.0				18.7
Delay (s)					74.9		42.4	33.0				46.0
Level of Service					E		D	C				D
Approach Delay (s)		0.0			74.9			33.8			46.0	
Approach LOS		A			E			C			D	

Intersection Summary			
HCM Average Control Delay	57.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	99.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	16	1801	291	447	1081	0	0	456	617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					3.5		3.5	3.5			3.5	3.5
Lane Util. Factor					0.86		1.00	0.95			0.95	0.95
Frpb, ped/bikes					0.99		1.00	1.00			1.00	1.00
Flpb, ped/bikes					1.00		1.00	1.00			1.00	1.00
Frt					0.98		1.00	1.00			0.97	0.85
Flt Protected					1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)					6177		1770	3539			1710	1504
Flt Permitted					1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)					6177		1770	3539			1710	1504
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	16	1801	291	447	1081	0	0	456	617
RTOR Reduction (vph)	0	0	0	0	29	0	0	0	0	0	9	41
Lane Group Flow (vph)	0	0	0	0	2079	0	447	1081	0	0	564	459
Confl. Peds. (#/hr)	45		45	45		45			45	45		
Confl. Bikes (#/hr)						5			5			5
Turn Type				Perm			custom					custom
Protected Phases					4		1	1			2	2
Permitted Phases				4			1					2
Actuated Green, G (s)					33.5		27.5	27.5			28.5	28.5
Effective Green, g (s)					33.5		27.5	27.5			28.5	28.5
Actuated g/C Ratio					0.34		0.28	0.28			0.28	0.28
Clearance Time (s)					3.5		3.5	3.5			3.5	3.5
Vehicle Extension (s)					3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					2069		487	973			487	429
v/s Ratio Prot							0.25	c0.31			c0.33	0.30
v/s Ratio Perm					0.34							
v/c Ratio					1.01		0.92	1.11			1.16	1.07
Uniform Delay, d1					33.2		35.2	36.2			35.8	35.8
Progression Factor					0.55		1.10	1.09			0.81	0.78
Incremental Delay, d2					16.0		23.5	63.5			89.3	59.8
Delay (s)					34.4		62.1	102.9			118.2	87.7
Level of Service					C		E	F			F	F
Approach Delay (s)		0.0			34.4			91.0			104.0	
Approach LOS		A			C			F			F	

Intersection Summary			
HCM Average Control Delay	68.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	103.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	NBR	SBL	SBT	NEL	NER	NER2
Lane Configurations									
Volume (vph)	132	1506	510	144	470	744	40	420	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	3.5	3.5	3.5	4.0	4.0	
Lane Util. Factor		0.91	1.00	0.88	0.91	0.91	1.00	0.91	
Frpb, ped/bikes		1.00	0.97	1.00	1.00	1.00	0.97	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	0.85	1.00	1.00	0.88	0.85	
Flt Protected		1.00	1.00	1.00	0.95	1.00	0.99	1.00	
Satd. Flow (prot)		5050	1529	2787	1610	3375	1584	2882	
Flt Permitted		1.00	1.00	1.00	0.95	1.00	0.99	1.00	
Satd. Flow (perm)		5050	1529	2787	1610	3375	1584	2882	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	132	1506	510	144	470	744	40	420	64
RTOR Reduction (vph)	0	0	0	103	0	0	0	21	0
Lane Group Flow (vph)	0	1638	510	41	395	819	179	324	0
Confl. Peds. (#/hr)	15		15				15	15	15
Confl. Bikes (#/hr)									
Turn Type	Perm		Perm	custom	Perm			Prot	
Protected Phases		2				1	3	3	
Permitted Phases	2		2	1	1				
Actuated Green, G (s)		42.1	42.1	30.1	30.1	30.1	21.8	21.8	
Effective Green, g (s)		42.1	42.1	30.1	30.1	30.1	21.8	21.8	
Actuated g/C Ratio		0.40	0.40	0.29	0.29	0.29	0.21	0.21	
Clearance Time (s)		4.0	4.0	3.5	3.5	3.5	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	2.0	2.0	2.0	4.0	4.0	
Lane Grp Cap (vph)		2015	610	795	459	963	327	596	
v/s Ratio Prot							c0.11	0.11	
v/s Ratio Perm		0.32	c0.33	0.01	c0.25	0.24			
v/c Ratio		0.81	0.84	0.05	0.86	0.85	0.55	0.54	
Uniform Delay, d1		28.2	28.6	27.3	35.7	35.6	37.4	37.4	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.7	12.8	0.0	14.7	7.0	2.3	1.3	
Delay (s)		31.9	41.4	27.4	50.4	42.6	39.8	38.7	
Level of Service		C	D	C	D	D	D	D	
Approach Delay (s)		34.2				45.1	39.1		
Approach LOS		C				D	D		

Intersection Summary			
HCM Average Control Delay	37.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	11.5
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX G: TRANSPORTATION AND CIRCULATION, Existing Traffic Counts

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-001 F-I 5 SB-RICH
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

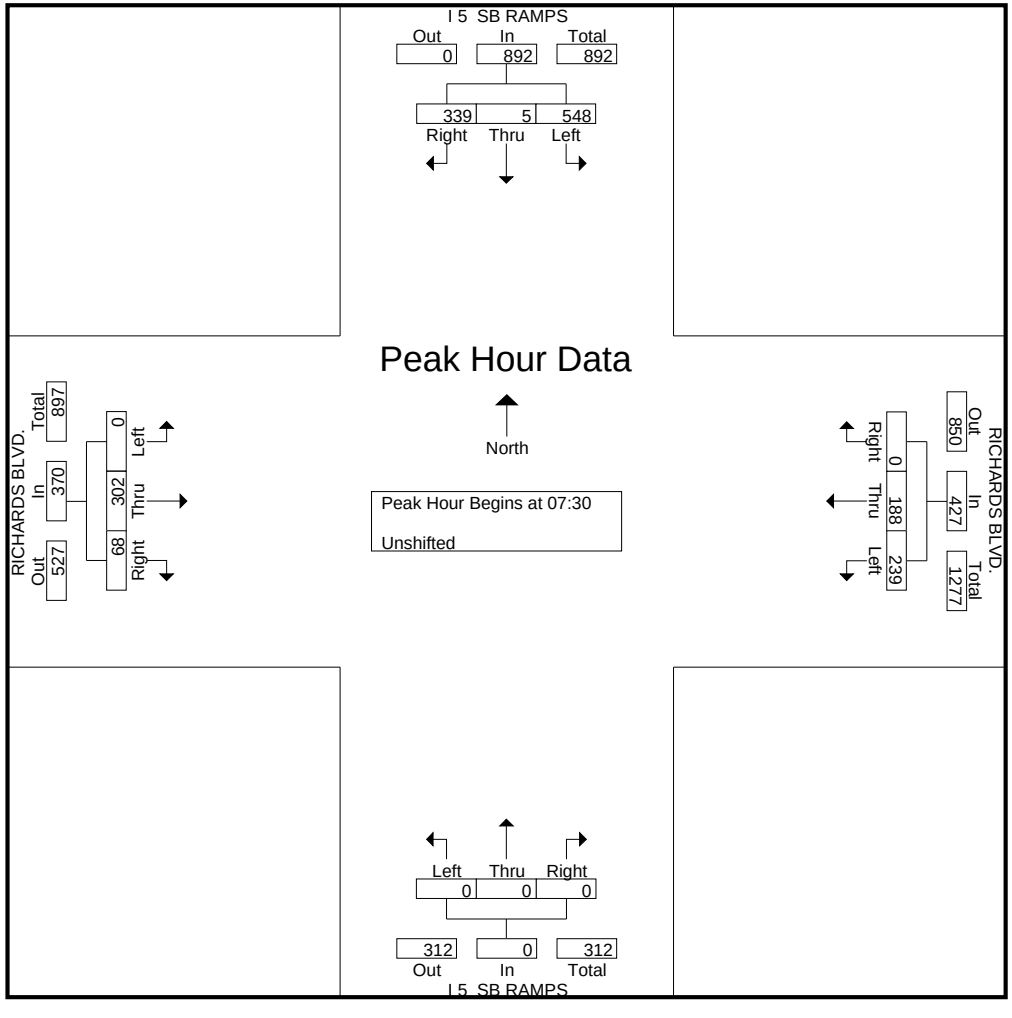
	I 5 SB RAMPS Southbound				RICHARDS BLVD. Westbound				I 5 SB RAMPS Northbound				RICHARDS BLVD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	120	1	63	184	59	19	0	78	0	0	0	0	0	51	7	58	320
07:15	156	0	67	223	69	41	0	110	0	0	0	0	0	55	12	67	400
07:30	137	0	73	210	64	34	0	98	0	0	0	0	0	85	12	97	405
07:45	162	0	113	275	55	56	0	111	0	0	0	0	0	76	22	98	484
Total	575	1	316	892	247	150	0	397	0	0	0	0	0	267	53	320	1609
08:00	120	1	87	208	51	45	0	96	0	0	0	0	0	70	23	93	397
08:15	129	4	66	199	69	53	0	122	0	0	0	0	0	71	11	82	403
08:30	115	2	116	233	42	35	0	77	0	0	0	0	0	70	11	81	391
08:45	125	1	95	221	58	26	0	84	0	0	0	0	0	77	11	88	393
Total	489	8	364	861	220	159	0	379	0	0	0	0	0	288	56	344	1584
16:00	78	0	35	113	169	50	0	219	0	0	0	0	0	112	10	122	454
16:15	89	0	41	130	137	71	0	208	0	0	0	0	0	118	15	133	471
16:30	63	0	51	114	140	88	0	228	0	0	0	0	0	116	8	124	466
16:45	84	1	49	134	121	59	0	180	0	0	0	0	0	122	19	141	455
Total	314	1	176	491	567	268	0	835	0	0	0	0	0	468	52	520	1846
17:00	65	2	55	122	144	86	0	230	0	0	0	0	0	126	14	140	492
17:15	69	1	52	122	140	79	0	219	0	0	0	0	0	131	12	143	484
17:30	69	1	49	119	134	73	0	207	0	0	0	0	0	122	16	138	464
17:45	65	0	53	118	121	70	0	191	0	0	0	0	0	103	14	117	426
Total	268	4	209	481	539	308	0	847	0	0	0	0	0	482	56	538	1866
Grand Total	1646	14	1065	2725	1573	885	0	2458	0	0	0	0	0	1505	217	1722	6905
Apprch %	60.4	0.5	39.1		64	36	0		0	0	0		0	87.4	12.6		
Total %	23.8	0.2	15.4	39.5	22.8	12.8	0	35.6	0	0	0	0	0	21.8	3.1	24.9	

	I 5 SB RAMPS Southbound				RICHARDS BLVD. Westbound				I 5 SB RAMPS Northbound				RICHARDS BLVD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	137	0	73	210	64	34	0	98	0	0	0	0	0	**85**	12	97	405
07:45	**162**	0	**113**	**275**	55	**56**	0	111	0	0	0	0	0	76	22	**98**	**484**
08:00	120	1	87	208	51	45	0	96	0	0	0	0	0	70	**23**	93	397
08:15	129	**4**	66	199	**69**	53	0	**122**	0	0	0	0	0	71	11	82	403
Total Volume	548	5	339	892	239	188	0	427	0	0	0	0	0	302	68	370	1689
% App. Total	61.4	0.6	38		56	44	0		0	0	0		0	81.6	18.4		
PHF	.846	.313	.750	.811	.866	.839	.000	.875	.000	.000	.000	.000	.000	.888	.739	.944	.872

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-001 F-I 5 SB-RICH
Site Code : 00000000
Start Date : 01/28/2009



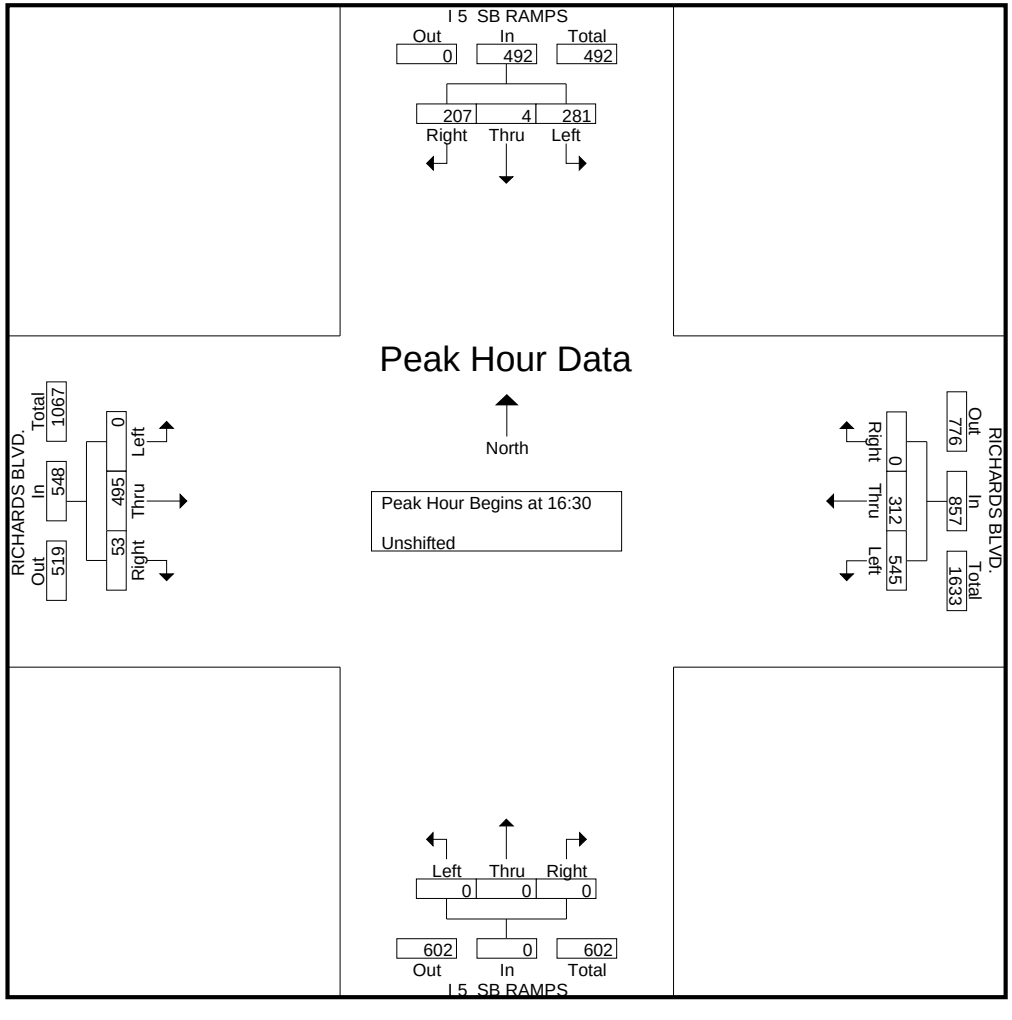
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	63	0	51	114	140	**88**	0	228	0	0	0	0	0	116	8	124	466
16:45	**84**	1	49	**134**	121	59	0	180	0	0	0	0	0	122	**19**	141	455
17:00	65	**2**	**55**	122	**144**	86	0	**230**	0	0	0	0	0	126	14	140	**492**
17:15	69	1	52	122	140	79	0	219	0	0	0	0	0	**131**	12	**143**	484
Total Volume	281	4	207	492	545	312	0	857	0	0	0	0	0	495	53	548	1897
% App. Total	57.1	0.8	42.1		63.6	36.4	0		0	0	0		0	90.3	9.7		
PHF	.836	.500	.941	.918	.946	.886	.000	.932	.000	.000	.000	.000	.000	.945	.697	.958	.964

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-001 F-I 5 SB-RICH
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916)771-8700

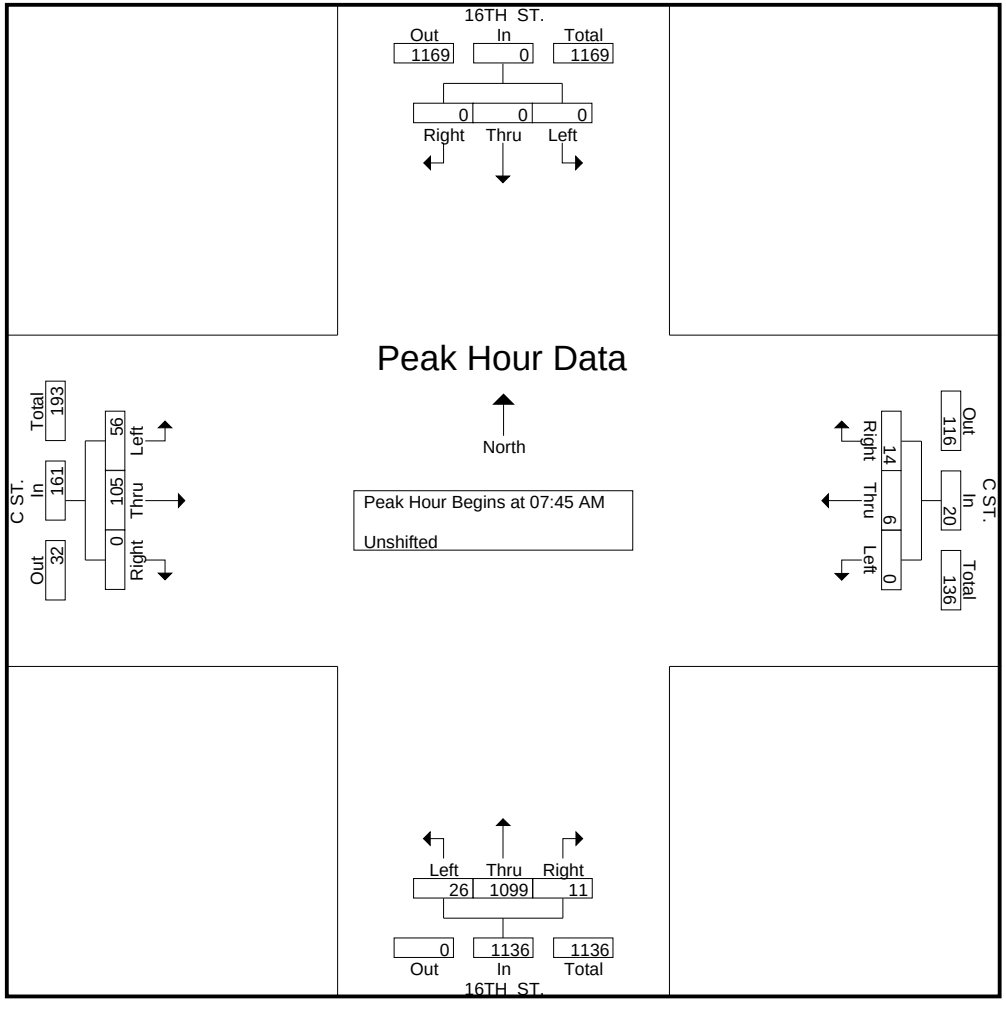
SACRAMENTO

File Name : 09-7123-003 16TH-C ST.-F
Site Code : 00000000
Start Date : 3/11/2009
Page No : 1

Groups Printed- Unshifted

	16TH ST. From North				C ST. From East				16TH ST. From South				C ST. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	0	0	0	0	8	7	0	15	3	165	5	173	0	26	7	33	221
07:15 AM	0	0	0	0	2	3	0	5	2	198	3	203	0	25	7	32	240
07:30 AM	0	0	0	0	4	0	0	4	6	231	6	243	0	25	13	38	285
07:45 AM	0	0	0	0	3	1	0	4	3	282	6	291	0	28	9	37	332
Total	0	0	0	0	17	11	0	28	14	876	20	910	0	104	36	140	1078
08:00 AM	0	0	0	0	2	3	0	5	5	303	5	313	0	28	17	45	363
08:15 AM	0	0	0	0	5	0	0	5	2	257	6	265	0	27	12	39	309
08:30 AM	0	0	0	0	4	2	0	6	1	257	9	267	0	22	18	40	313
08:45 AM	0	0	0	0	2	1	0	3	5	231	4	240	0	16	12	28	271
Total	0	0	0	0	13	6	0	19	13	1048	24	1085	0	93	59	152	1256
04:00 PM	0	0	0	0	28	4	0	32	4	761	3	768	0	28	39	67	867
04:15 PM	0	0	0	0	24	3	0	27	1	750	3	754	0	18	48	66	847
04:30 PM	0	0	0	0	27	1	0	28	5	782	2	789	0	30	58	88	905
04:45 PM	0	0	0	0	28	0	0	28	3	804	1	808	0	26	56	82	918
Total	0	0	0	0	107	8	0	115	13	3097	9	3119	0	102	201	303	3537
05:00 PM	0	0	0	0	31	6	0	37	3	875	5	883	0	27	60	87	1007
05:15 PM	0	0	0	0	22	1	0	23	3	878	4	885	0	32	74	106	1014
05:30 PM	0	0	0	0	18	2	0	20	2	751	3	756	0	24	48	72	848
05:45 PM	0	0	0	0	18	4	0	22	0	621	4	625	0	24	41	65	712
Total	0	0	0	0	89	13	0	102	8	3125	16	3149	0	107	223	330	3581
Grand Total	0	0	0	0	226	38	0	264	48	8146	69	8263	0	406	519	925	9452
Apprch %	0	0	0		85.6	14.4	0		0.6	98.6	0.8		0	43.9	56.1		
Total %	0	0	0	0	2.4	0.4	0	2.8	0.5	86.2	0.7	87.4	0	4.3	5.5	9.8	

	16TH ST. From North				C ST. From East				16TH ST. From South				C ST. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	3	1	0	4	3	282	6	291	0	**28**	9	37	332
08:00 AM	0	0	0	0	2	**3**	0	5	**5**	**303**	5	**313**	0	28	17	**45**	**363**
08:15 AM	0	0	0	0	**5**	0	0	5	2	257	6	265	0	27	12	39	309
08:30 AM	0	0	0	0	4	2	0	**6**	1	257	**9**	267	0	22	**18**	40	313
Total Volume	0	0	0	0	14	6	0	20	11	1099	26	1136	0	105	56	161	1317
% App. Total	0	0	0		70	30	0		1	96.7	2.3		0	65.2	34.8		



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

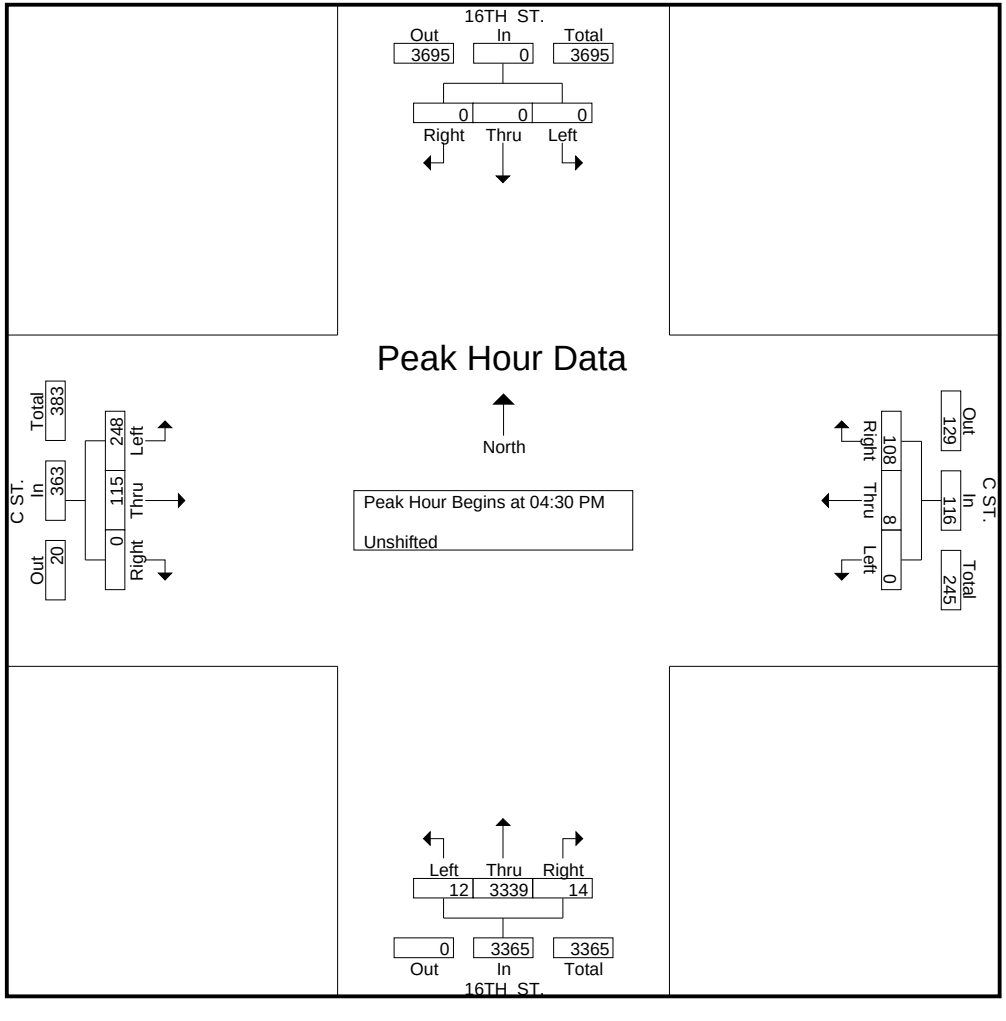
04:30 PM	0	0	0	0	27	1	0	28	**5**	782	2	789	0	30	58	88	905
04:45 PM	0	0	0	0	28	0	0	28	3	804	1	808	0	26	56	82	918
05:00 PM	0	0	0	0	**31**	**6**	0	**37**	3	875	**5**	883	0	27	60	87	1007
05:15 PM	0	0	0	0	22	1	0	23	3	**878**	4	**885**	0	**32**	**74**	**106**	**1014**
Total Volume	0	0	0	0	108	8	0	116	14	3339	12	3365	0	115	248	363	3844
% App. Total	0	0	0		93.1	6.9	0		0.4	99.2	0.4		0	31.7	68.3		
PHF	.000	.000	.000	.000	.871	.333	.000	.784	.700	.951	.600	.951	.000	.898	.838	.856	.948

All Traffic Data

(916)771-8700

SACRAMENTO

File Name : 09-7123-003 16TH-C ST.-F
Site Code : 00000000
Start Date : 3/11/2009
Page No : 3



All Traffic Data

(916)771-8700

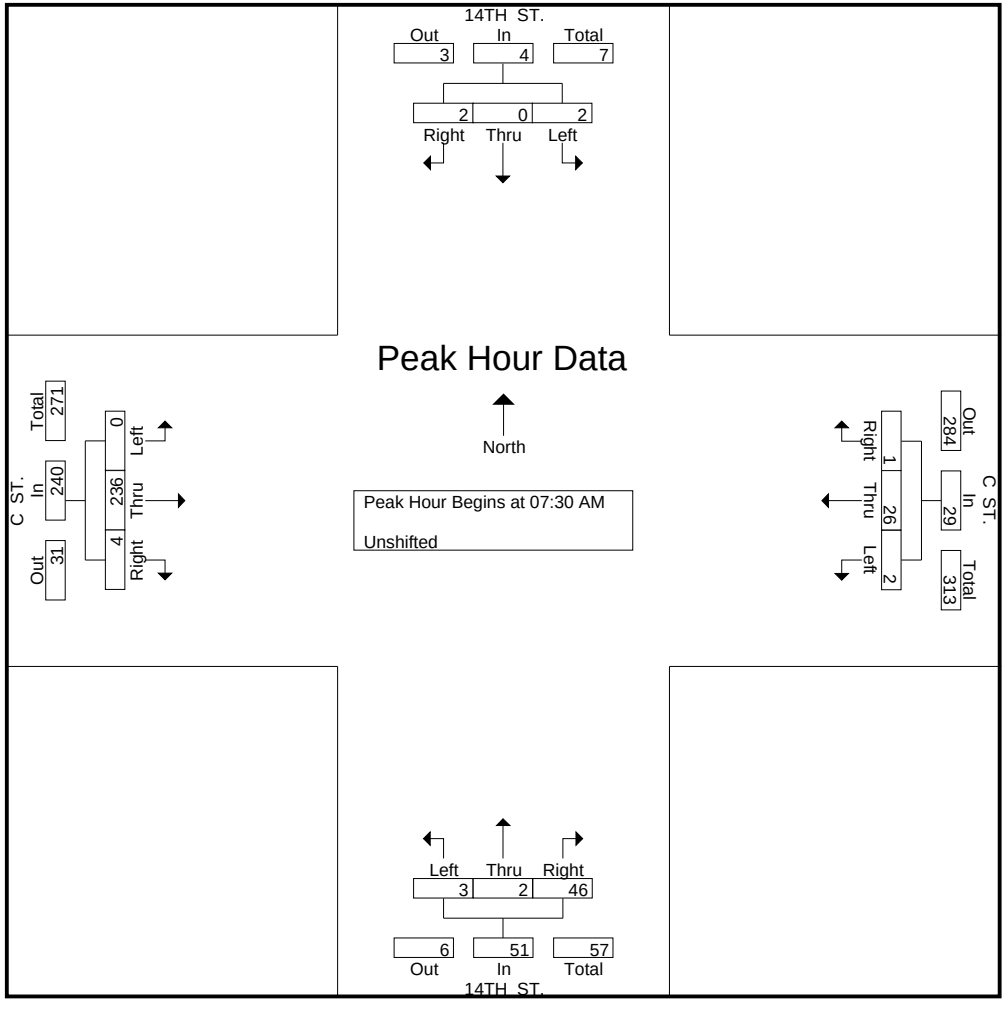
SACRAMENTO

File Name : 09-7123-002 14TH-C ST.-F
Site Code : 00000000
Start Date : 3/11/2009
Page No : 1

Groups Printed- Unshifted

	14TH ST. From North				C ST. From East				14TH ST. From South				C ST. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	2	0	0	2	0	7	0	7	6	0	0	6	0	37	0	37	52
07:15 AM	0	0	0	0	0	6	0	6	7	0	0	7	1	32	0	33	46
07:30 AM	0	0	0	0	1	8	1	10	12	0	1	13	2	51	0	53	76
07:45 AM	1	0	0	1	0	7	0	7	4	0	0	4	1	58	0	59	71
Total	3	0	0	3	1	28	1	30	29	0	1	30	4	178	0	182	245
08:00 AM	1	0	1	2	0	4	1	5	18	0	1	19	1	61	0	62	88
08:15 AM	0	0	1	1	0	7	0	7	12	2	1	15	0	66	0	66	89
08:30 AM	1	0	1	2	2	8	0	10	10	1	0	11	2	41	0	43	66
08:45 AM	3	1	0	4	2	3	2	7	9	0	0	9	0	34	2	36	56
Total	5	1	3	9	4	22	3	29	49	3	2	54	3	202	2	207	299
04:00 PM	1	0	2	3	0	5	0	5	27	0	0	27	0	46	1	47	82
04:15 PM	2	0	2	4	0	7	1	8	37	0	0	37	2	50	0	52	101
04:30 PM	1	0	1	2	0	6	0	6	40	0	1	41	3	63	0	66	115
04:45 PM	0	0	1	1	0	4	1	5	28	0	0	28	0	54	0	54	88
Total	4	0	6	10	0	22	2	24	132	0	1	133	5	213	1	219	386
05:00 PM	0	0	0	0	0	9	0	9	38	0	0	38	0	61	0	61	108
05:15 PM	1	0	0	1	0	5	0	5	53	0	0	53	1	62	0	63	122
05:30 PM	1	0	0	1	0	4	0	4	39	0	3	42	1	37	0	38	85
05:45 PM	0	0	0	0	0	7	1	8	38	0	1	39	1	33	0	34	81
Total	2	0	0	2	0	25	1	26	168	0	4	172	3	193	0	196	396
Grand Total	14	1	9	24	5	97	7	109	378	3	8	389	15	786	3	804	1326
Apprch %	58.3	4.2	37.5		4.6	89	6.4		97.2	0.8	2.1		1.9	97.8	0.4		
Total %	1.1	0.1	0.7	1.8	0.4	7.3	0.5	8.2	28.5	0.2	0.6	29.3	1.1	59.3	0.2	60.6	

	14TH ST. From North				C ST. From East				14TH ST. From South				C ST. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	**8**	**1**	**10**	12	0	**1**	13	**2**	51	0	53	76
07:45 AM	**1**	0	0	1	0	7	0	7	4	0	0	4	1	58	0	59	71
08:00 AM	1	0	**1**	**2**	0	4	1	5	**18**	0	1	**19**	1	61	0	62	88
08:15 AM	0	0	1	1	0	7	0	7	12	**2**	1	15	0	**66**	0	**66**	**89**
Total Volume	2	0	2	4	1	26	2	29	46	2	3	51	4	236	0	240	324
% App. Total	50	0	50		3.4	89.7	6.9		90.2	3.9	5.9		1.7	98.3	0		



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

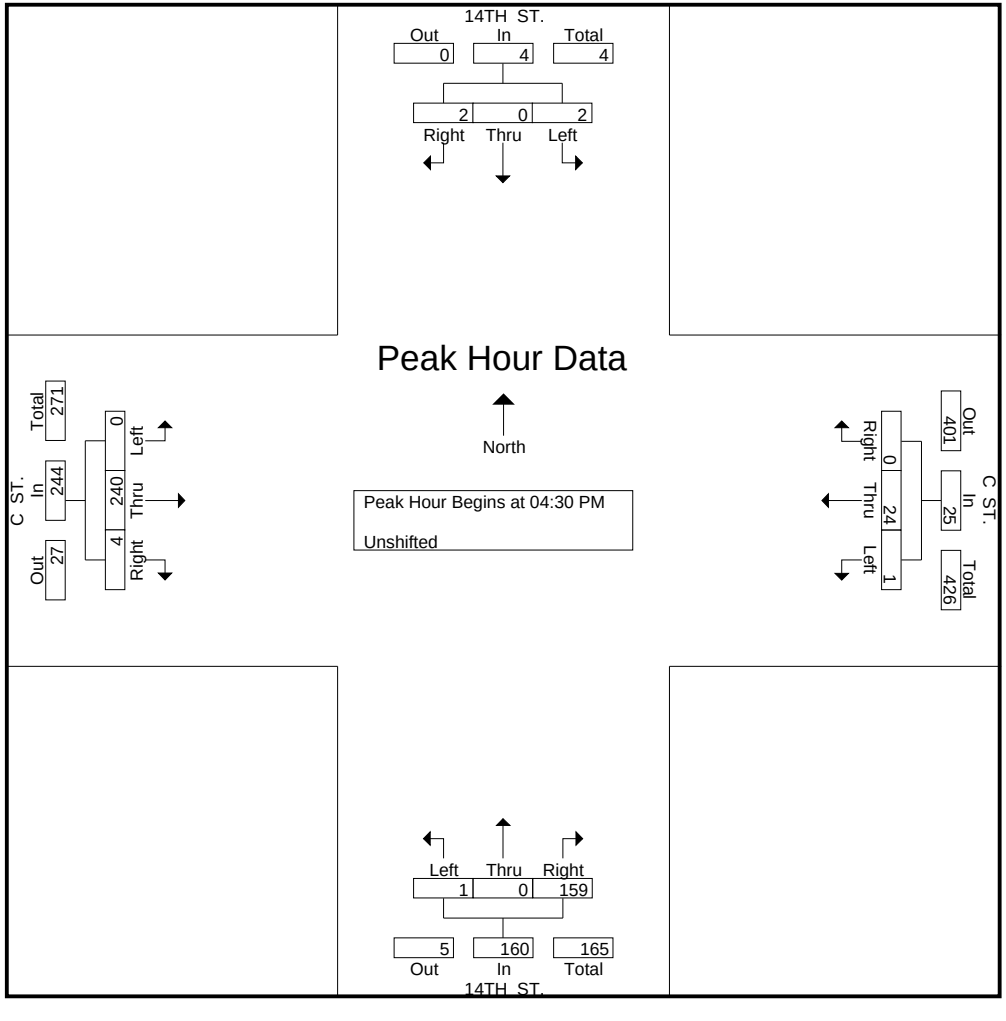
04:30 PM	**1**	0	**1**	**2**	0	6	0	6	40	0	**1**	41	**3**	**63**	0	**66**	115
04:45 PM	0	0	1	1	0	4	**1**	5	28	0	0	28	0	54	0	54	88
05:00 PM	0	0	0	0	0	**9**	0	**9**	38	0	0	38	0	61	0	61	108
05:15 PM	1	0	0	1	0	5	0	5	**53**	0	0	**53**	1	62	0	63	**122**
Total Volume	2	0	2	4	0	24	1	25	159	0	1	160	4	240	0	244	433
% App. Total	50	0	50		0	96	4		99.4	0	0.6		1.6	98.4	0		
PHF	.500	.000	.500	.500	.000	.667	.250	.694	.750	.000	.250	.755	.333	.952	.000	.924	.887

All Traffic Data

(916)771-8700

SACRAMENTO

File Name : 09-7123-002 14TH-C ST.-F
Site Code : 00000000
Start Date : 3/11/2009
Page No : 3



All Traffic Data

(916)771-8700

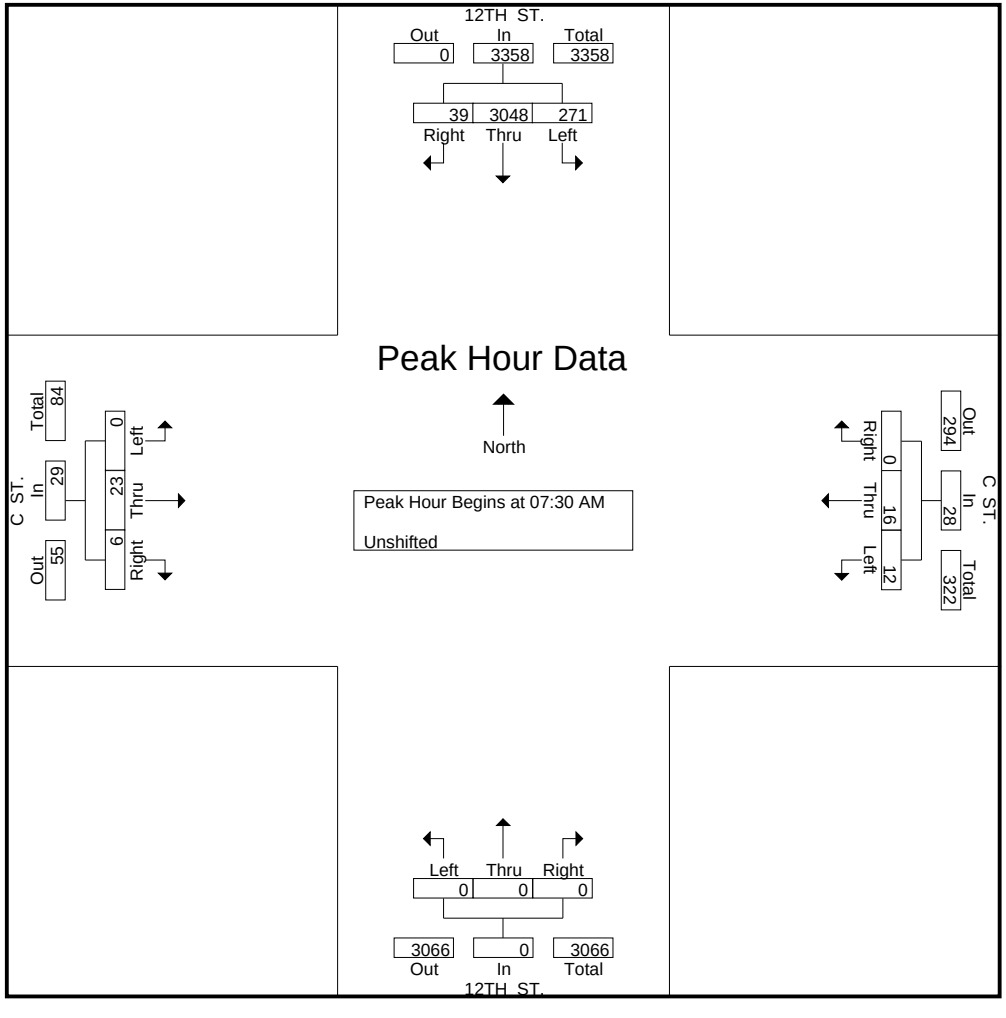
SACRAMENTO

File Name : 09-7123-001 12TH-C ST.-F
Site Code : 00000000
Start Date : 3/11/2009
Page No : 1

Groups Printed- Unshifted

	12TH ST. From North				C ST. From East				12TH ST. From South				C ST. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
07:00 AM	1	388	35	424	0	6	8	14	0	0	0	0	1	3	0	4	442
07:15 AM	6	537	41	584	0	5	1	6	0	0	0	0	0	2	0	2	592
07:30 AM	11	728	59	798	0	4	1	5	0	0	0	0	2	5	0	7	810
07:45 AM	7	799	74	880	0	4	3	7	0	0	0	0	0	7	0	7	894
Total	25	2452	209	2686	0	19	13	32	0	0	0	0	3	17	0	20	2738
08:00 AM	11	807	63	881	0	3	3	6	0	0	0	0	0	6	0	6	893
08:15 AM	10	714	75	799	0	5	5	10	0	0	0	0	4	5	0	9	818
08:30 AM	11	586	62	659	0	2	4	6	0	0	0	0	0	7	0	7	672
08:45 AM	5	525	37	567	0	4	3	7	0	0	0	0	4	6	0	10	584
Total	37	2632	237	2906	0	14	15	29	0	0	0	0	8	24	0	32	2967
04:00 PM	0	291	30	321	0	1	7	8	0	0	0	0	0	6	0	6	335
04:15 PM	7	380	38	425	0	2	2	4	0	0	0	0	1	7	0	8	437
04:30 PM	4	441	42	487	0	3	5	8	0	0	0	0	3	22	0	25	520
04:45 PM	7	404	38	449	0	1	2	3	0	0	0	0	0	12	0	12	464
Total	18	1516	148	1682	0	7	16	23	0	0	0	0	4	47	0	51	1756
05:00 PM	3	343	54	400	0	3	8	11	0	0	0	0	2	10	0	12	423
05:15 PM	2	405	42	449	0	1	4	5	0	0	0	0	0	12	0	12	466
05:30 PM	2	330	30	362	0	2	10	12	0	0	0	0	3	10	0	13	387
05:45 PM	3	331	32	366	0	5	2	7	0	0	0	0	1	10	0	11	384
Total	10	1409	158	1577	0	11	24	35	0	0	0	0	6	42	0	48	1660
Grand Total	90	8009	752	8851	0	51	68	119	0	0	0	0	21	130	0	151	9121
Apprch %	1	90.5	8.5		0	42.9	57.1		0	0	0		13.9	86.1	0		
Total %	1	87.8	8.2	97	0	0.6	0.7	1.3	0	0	0	0	0.2	1.4	0	1.7	

	12TH ST. From North				C ST. From East				12TH ST. From South				C ST. From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**11**	728	59	798	0	4	1	5	0	0	0	0	2	5	0	7	810
07:45 AM	7	799	74	880	0	4	3	7	0	0	0	0	0	**7**	0	7	**894**
08:00 AM	11	**807**	63	**881**	0	3	3	6	0	0	0	0	0	6	0	6	893
08:15 AM	10	714	**75**	799	0	**5**	**5**	**10**	0	0	0	0	**4**	5	0	**9**	818
Total Volume	39	3048	271	3358	0	16	12	28	0	0	0	0	6	23	0	29	3415
% App. Total	1.2	90.8	8.1		0	57.1	42.9		0	0	0		20.7	79.3	0		



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	4	**441**	42	**487**	0	**3**	5	8	0	0	0	0	**3**	**22**	0	**25**	**520**
04:45 PM	**7**	404	38	449	0	1	2	3	0	0	0	0	0	12	0	12	464
05:00 PM	3	343	**54**	400	0	3	**8**	**11**	0	0	0	0	2	10	0	12	423
05:15 PM	2	405	42	449	0	1	4	5	0	0	0	0	0	12	0	12	466
Total Volume	16	1593	176	1785	0	8	19	27	0	0	0	0	5	56	0	61	1873
% App. Total	0.9	89.2	9.9		0	29.6	70.4		0	0	0		8.2	91.8	0		
PHF	.571	.903	.815	.916	.000	.667	.594	.614	.000	.000	.000	.000	.417	.636	.000	.610	.900

All Traffic Data

(916)771-8700

SACRAMENTO

File Name : 09-7123-001 12TH-C ST.-F
Site Code : 00000000
Start Date : 3/11/2009
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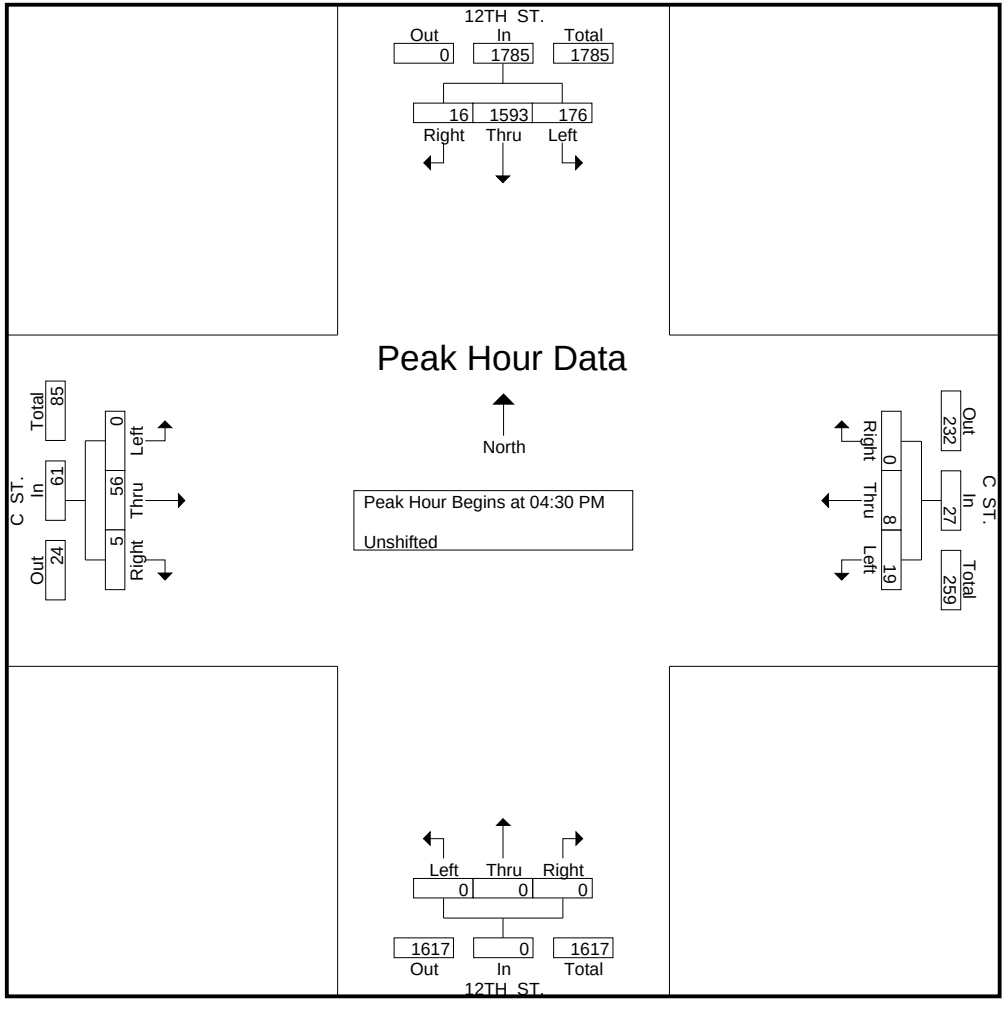

All Traffic Data

(916) 771-8700
F (916) 786-2879

SACRAMENTO

File Name : 09-7419-002 14TH-F ST
Site Code : 00000000
Start Date : 10/20/2009
Page No : 1

Groups Printed- Unshifted

	14TH ST. Southbound				F ST. Westbound				14TH ST. Northbound				F ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	0	0	0	7	0	7	0	1	1	2	1	39	3	43	52
07:15	0	1	1	2	0	9	1	10	0	1	4	5	1	50	3	54	71
07:30	0	2	1	3	0	5	0	5	2	0	4	6	0	51	4	55	69
07:45	1	2	0	3	0	19	0	19	1	2	5	8	1	86	6	93	123
Total	1	5	2	8	0	40	1	41	3	4	14	21	3	226	16	245	315
08:00	0	8	0	8	0	10	0	10	3	1	2	6	0	81	15	96	120
08:15	0	2	1	3	0	10	0	10	0	1	5	6	1	79	6	86	105
08:30	0	2	0	2	0	9	1	10	1	2	4	7	1	68	6	75	94
08:45	2	1	0	3	1	12	0	13	0	2	2	4	2	51	3	56	76
Total	2	13	1	16	1	41	1	43	4	6	13	23	4	279	30	313	395
16:00	0	1	0	1	0	10	1	11	2	5	4	11	2	91	4	97	120
16:15	1	0	0	1	1	12	0	13	0	6	8	14	1	72	3	76	104
16:30	0	0	1	1	0	13	0	13	0	4	12	16	4	123	8	135	165
16:45	0	1	1	2	0	7	1	8	1	8	10	19	0	93	4	97	126
Total	1	2	2	5	1	42	2	45	3	23	34	60	7	379	19	405	515
17:00	0	2	0	2	0	10	1	11	1	15	10	26	1	120	1	122	161
17:15	0	2	1	3	1	14	1	16	2	11	11	24	3	115	5	123	166
17:30	0	1	0	1	1	9	0	10	1	8	5	14	3	83	4	90	115
17:45	0	2	1	3	1	9	3	13	1	7	2	10	2	68	3	73	99
Total	0	7	2	9	3	42	5	50	5	41	28	74	9	386	13	408	541
Grand Total	4	27	7	38	5	165	9	179	15	74	89	178	23	1270	78	1371	1766
Apprch %	10.5	71.1	18.4		2.8	92.2	5		8.4	41.6	50		1.7	92.6	5.7		
Total %	0.2	1.5	0.4	2.2	0.3	9.3	0.5	10.1	0.8	4.2	5	10.1	1.3	71.9	4.4	77.6	

	14TH ST. Southbound				F ST. Westbound				14TH ST. Northbound				F ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	**1**	2	0	3	0	**19**	0	**19**	1	**2**	**5**	**8**	**1**	**86**	6	93	**123**
08:00	0	**8**	0	**8**	0	10	0	10	**3**	1	2	6	0	81	**15**	**96**	120
08:15	0	2	**1**	3	0	10	0	10	0	1	5	6	1	79	6	86	105
08:30	0	2	0	2	0	9	**1**	10	1	2	4	7	1	68	6	75	94
Total Volume	1	14	1	16	0	48	1	49	5	6	16	27	3	314	33	350	442
% App. Total	6.2	87.5	6.2		0	98	2		18.5	22.2	59.3		0.9	89.7	9.4		
PHF	.250	.438	.250	.500	.000	.632	.250	.645	.417	.750	.800	.844	.750	.913	.550	.911	.898

All Traffic Data

(916) 771-8700
F (916) 786-2879

SACRAMENTO

File Name : 09-7419-002 14TH-F ST
Site Code : 00000000
Start Date : 10/20/2009
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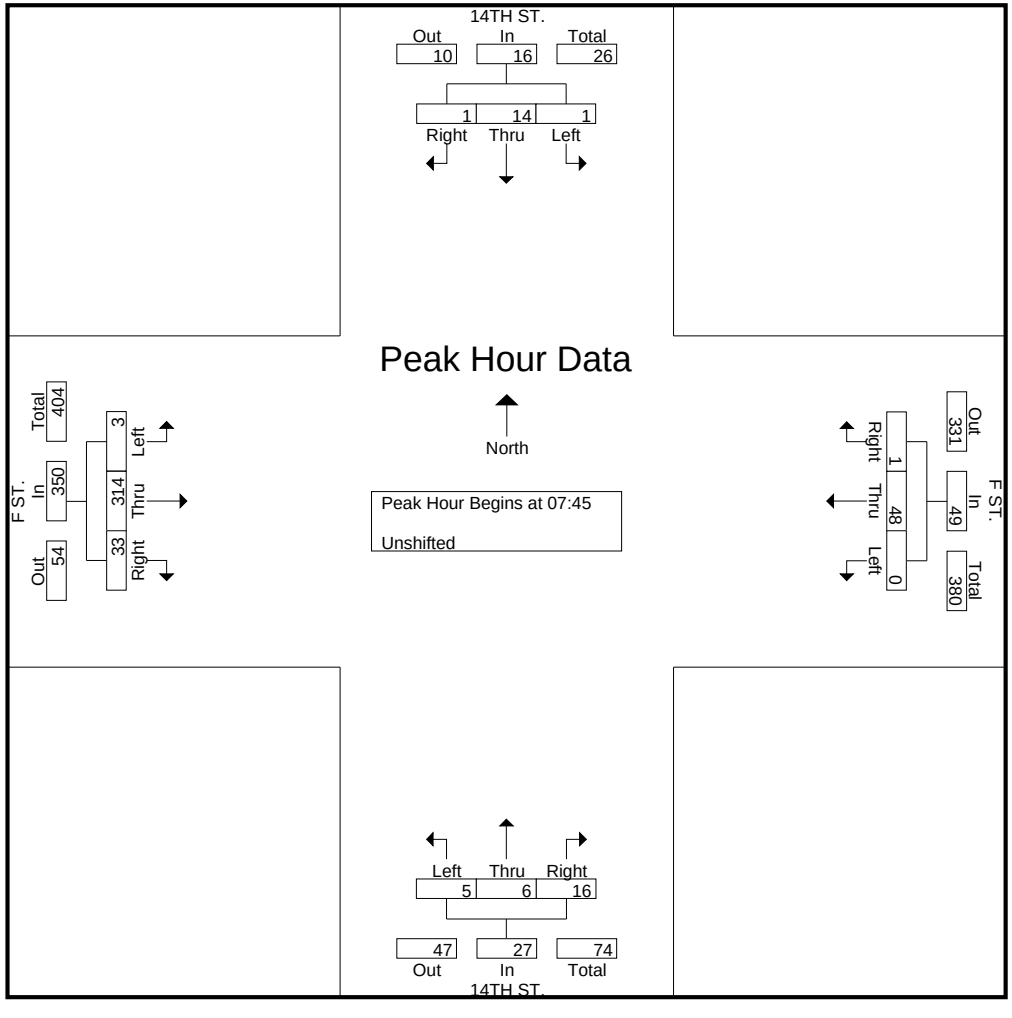


Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

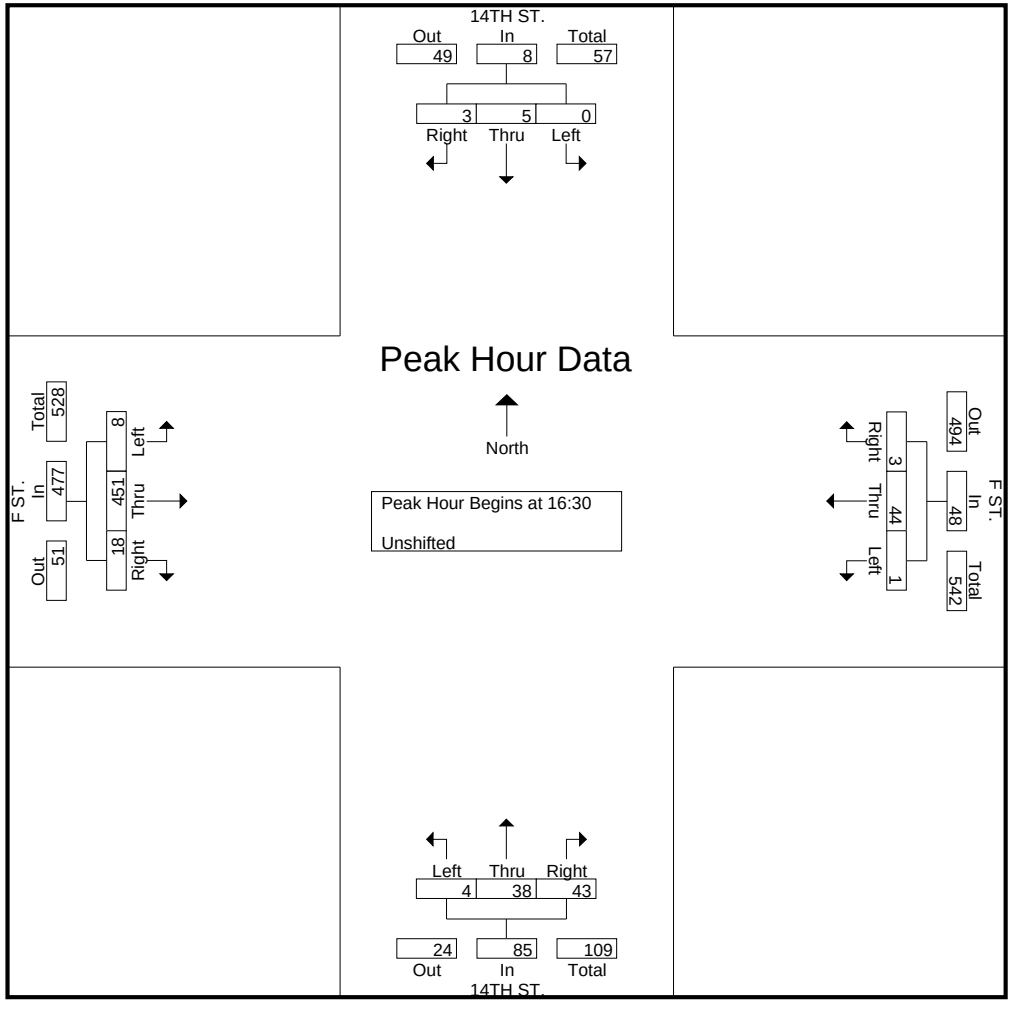
16:30	0	0	**1**	1	0	13	0	13	0	4	**12**	16	**4**	**123**	**8**	**135**	165
16:45	0	1	1	2	0	7	**1**	8	1	8	10	19	0	93	4	97	126
17:00	0	**2**	0	2	0	10	1	11	1	**15**	10	**26**	1	120	1	122	161
17:15	0	2	1	**3**	**1**	**14**	1	**16**	**2**	11	11	24	3	115	5	123	**166**
Total Volume	0	5	3	8	1	44	3	48	4	38	43	85	8	451	18	477	618
% App. Total	0	62.5	37.5		2.1	91.7	6.2		4.7	44.7	50.6		1.7	94.5	3.8		
PHF	.000	.625	.750	.667	.250	.786	.750	.750	.500	.633	.896	.817	.500	.917	.563	.883	.931

All Traffic Data

(916) 771-8700
F (916) 786-2879

SACRAMENTO

File Name : 09-7419-002 14TH-F ST
Site Code : 00000000
Start Date : 10/20/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

SACRAMENTO

File Name : 09-7419-001 10TH-F ST
Site Code : 00000000
Start Date : 10/20/2009
Page No : 1

Groups Printed- Unshifted

	10TH ST. Southbound				F ST. Westbound				10TH ST. Northbound				F ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	5	0	5	0	17	2	19	4	17	4	25	0	10	0	10	59
07:15	1	3	1	5	4	18	3	25	3	12	5	20	0	5	0	5	55
07:30	1	9	1	11	7	18	1	26	5	17	6	28	0	10	2	12	77
07:45	0	11	4	15	2	33	5	40	2	20	10	32	1	14	8	23	110
Total	2	28	6	36	13	86	11	110	14	66	25	105	1	39	10	50	301
08:00	2	10	5	17	5	21	5	31	7	25	3	35	1	24	5	30	113
08:15	1	8	2	11	6	18	4	28	8	14	9	31	3	13	5	21	91
08:30	2	9	0	11	4	18	6	28	7	19	7	33	1	15	6	22	94
08:45	0	12	4	16	5	26	4	35	2	23	11	36	3	12	4	19	106
Total	5	39	11	55	20	83	19	122	24	81	30	135	8	64	20	92	404
16:00	1	14	3	18	0	8	2	10	2	27	11	40	0	26	1	27	95
16:15	1	10	2	13	3	14	2	19	4	36	14	54	0	22	2	24	110
16:30	0	9	5	14	3	14	3	20	4	29	14	47	0	54	3	57	138
16:45	1	3	0	4	1	10	2	13	4	42	10	56	6	25	1	32	105
Total	3	36	10	49	7	46	9	62	14	134	49	197	6	127	7	140	448
17:00	2	12	1	15	3	14	4	21	14	51	27	92	4	48	1	53	181
17:15	0	10	5	15	2	12	3	17	3	46	18	67	3	32	2	37	136
17:30	0	12	1	13	2	7	1	10	2	29	16	47	0	18	0	18	88
17:45	3	7	0	10	0	12	1	13	3	17	9	29	1	14	0	15	67
Total	5	41	7	53	7	45	9	61	22	143	70	235	8	112	3	123	472
Grand Total	15	144	34	193	47	260	48	355	74	424	174	672	23	342	40	405	1625
Apprch %	7.8	74.6	17.6		13.2	73.2	13.5		11	63.1	25.9		5.7	84.4	9.9		
Total %	0.9	8.9	2.1	11.9	2.9	16	3	21.8	4.6	26.1	10.7	41.4	1.4	21	2.5	24.9	

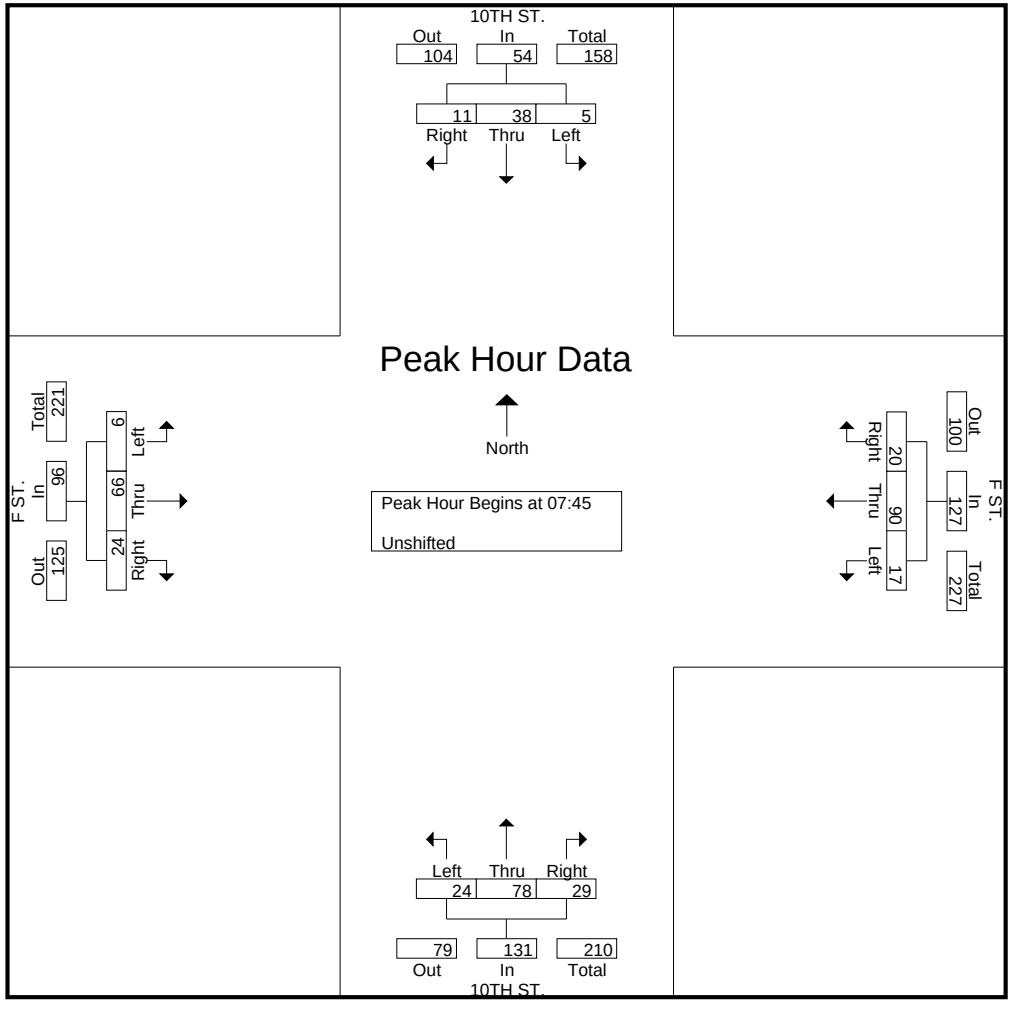
	10TH ST. Southbound				F ST. Westbound				10TH ST. Northbound				F ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	**11**	4	15	2	**33**	5	**40**	2	20	**10**	32	1	14	**8**	23	110
08:00	**2**	10	**5**	**17**	5	21	5	31	7	**25**	3	**35**	1	**24**	5	**30**	**113**
08:15	1	8	2	11	**6**	18	4	28	**8**	14	9	31	**3**	13	5	21	91
08:30	2	9	0	11	4	18	**6**	28	7	19	7	33	1	15	6	22	94
Total Volume	5	38	11	54	17	90	20	127	24	78	29	131	6	66	24	96	408
% App. Total	9.3	70.4	20.4		13.4	70.9	15.7		18.3	59.5	22.1		6.2	68.8	25		
PHF	.625	.864	.550	.794	.708	.682	.833	.794	.750	.780	.725	.936	.500	.688	.750	.800	.903

All Traffic Data

(916) 771-8700
F (916) 786-2879

SACRAMENTO

File Name : 09-7419-001 10TH-F ST
Site Code : 00000000
Start Date : 10/20/2009
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

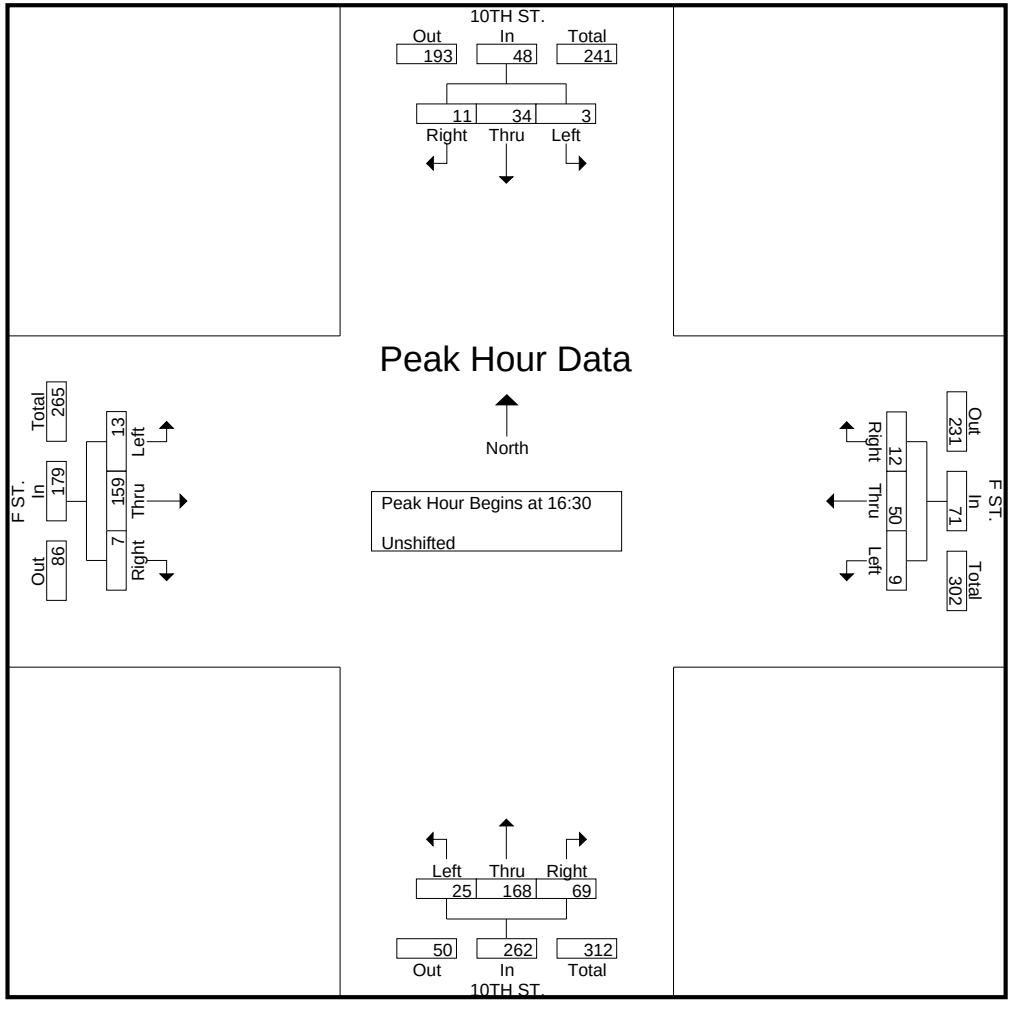
16:30	0	9	**5**	14	**3**	**14**	3	20	4	29	14	47	0	**54**	**3**	**57**	138
16:45	1	3	0	4	1	10	2	13	4	42	10	56	**6**	25	1	32	105
17:00	**2**	**12**	1	**15**	3	14	**4**	**21**	**14**	**51**	**27**	**92**	4	48	1	53	**181**
17:15	0	10	5	15	2	12	3	17	3	46	18	67	3	32	2	37	136
Total Volume	3	34	11	48	9	50	12	71	25	168	69	262	13	159	7	179	560
% App. Total	6.2	70.8	22.9		12.7	70.4	16.9		9.5	64.1	26.3		7.3	88.8	3.9		
PHF	.375	.708	.550	.800	.750	.893	.750	.845	.446	.824	.639	.712	.542	.736	.583	.785	.773

All Traffic Data

(916) 771-8700
F (916) 786-2879

SACRAMENTO

File Name : 09-7419-001 10TH-F ST
Site Code : 00000000
Start Date : 10/20/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-040 F-7TH - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

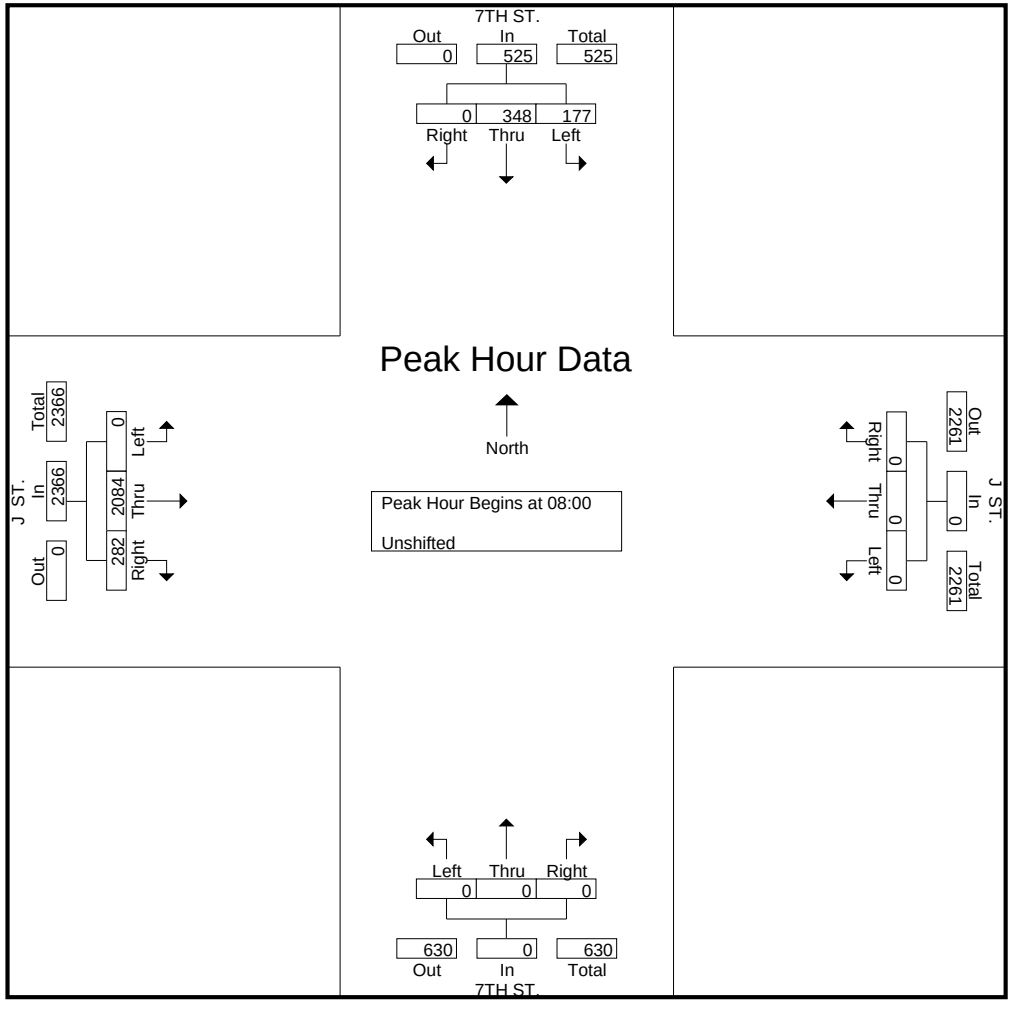
	7TH ST. Southbound				J ST. Westbound				7TH ST. Northbound				J ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	17	68	0	85	0	0	0	0	0	0	0	0	0	422	43	465	550
07:15	17	58	0	75	0	0	0	0	0	0	0	0	0	465	59	524	599
07:30	29	61	0	90	0	0	0	0	0	0	0	0	0	514	68	582	672
07:45	30	83	0	113	0	0	0	0	0	0	0	0	0	497	74	571	684
Total	93	270	0	363	0	0	0	0	0	0	0	0	0	1898	244	2142	2505
08:00	45	83	0	128	0	0	0	0	0	0	0	0	0	525	67	592	720
08:15	42	98	0	140	0	0	0	0	0	0	0	0	0	539	77	616	756
08:30	35	88	0	123	0	0	0	0	0	0	0	0	0	527	63	590	713
08:45	55	79	0	134	0	0	0	0	0	0	0	0	0	493	75	568	702
Total	177	348	0	525	0	0	0	0	0	0	0	0	0	2084	282	2366	2891
16:00	20	62	0	82	0	0	0	0	0	0	0	0	0	293	59	352	434
16:15	23	67	0	90	0	0	0	0	0	0	0	0	0	312	54	366	456
16:30	14	73	0	87	0	0	0	0	0	0	0	0	0	276	63	339	426
16:45	19	80	0	99	0	0	0	0	0	0	0	0	0	303	73	376	475
Total	76	282	0	358	0	0	0	0	0	0	0	0	0	1184	249	1433	1791
17:00	23	99	0	122	0	0	0	0	0	0	0	0	0	277	64	341	463
17:15	16	95	0	111	0	0	0	0	0	0	0	0	0	290	73	363	474
17:30	16	76	0	92	0	0	0	0	0	0	0	0	0	291	63	354	446
17:45	25	69	0	94	0	0	0	0	0	0	0	0	0	256	52	308	402
Total	80	339	0	419	0	0	0	0	0	0	0	0	0	1114	252	1366	1785
Grand Total	426	1239	0	1665	0	0	0	0	0	0	0	0	0	6280	1027	7307	8972
Apprch %	25.6	74.4	0		0	0	0		0	0	0		0	85.9	14.1		
Total %	4.7	13.8	0	18.6	0	0	0	0	0	0	0	0	0	70	11.4	81.4	

	7TH ST. Southbound				J ST. Westbound				7TH ST. Northbound				J ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	45	83	0	128	0	0	0	0	0	0	0	0	0	525	67	592	720
08:15	42	**98**	0	**140**	0	0	0	0	0	0	0	0	0	**539**	**77**	**616**	**756**
08:30	35	88	0	123	0	0	0	0	0	0	0	0	0	527	63	590	713
08:45	**55**	79	0	134	0	0	0	0	0	0	0	0	0	493	75	568	702
Total Volume	177	348	0	525	0	0	0	0	0	0	0	0	0	2084	282	2366	2891
% App. Total	33.7	66.3	0		0	0	0		0	0	0		0	88.1	11.9		
PHF	.805	.888	.000	.938	.000	.000	.000	.000	.000	.000	.000	.000	.000	.967	.916	.960	.956

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-040 F-7TH - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



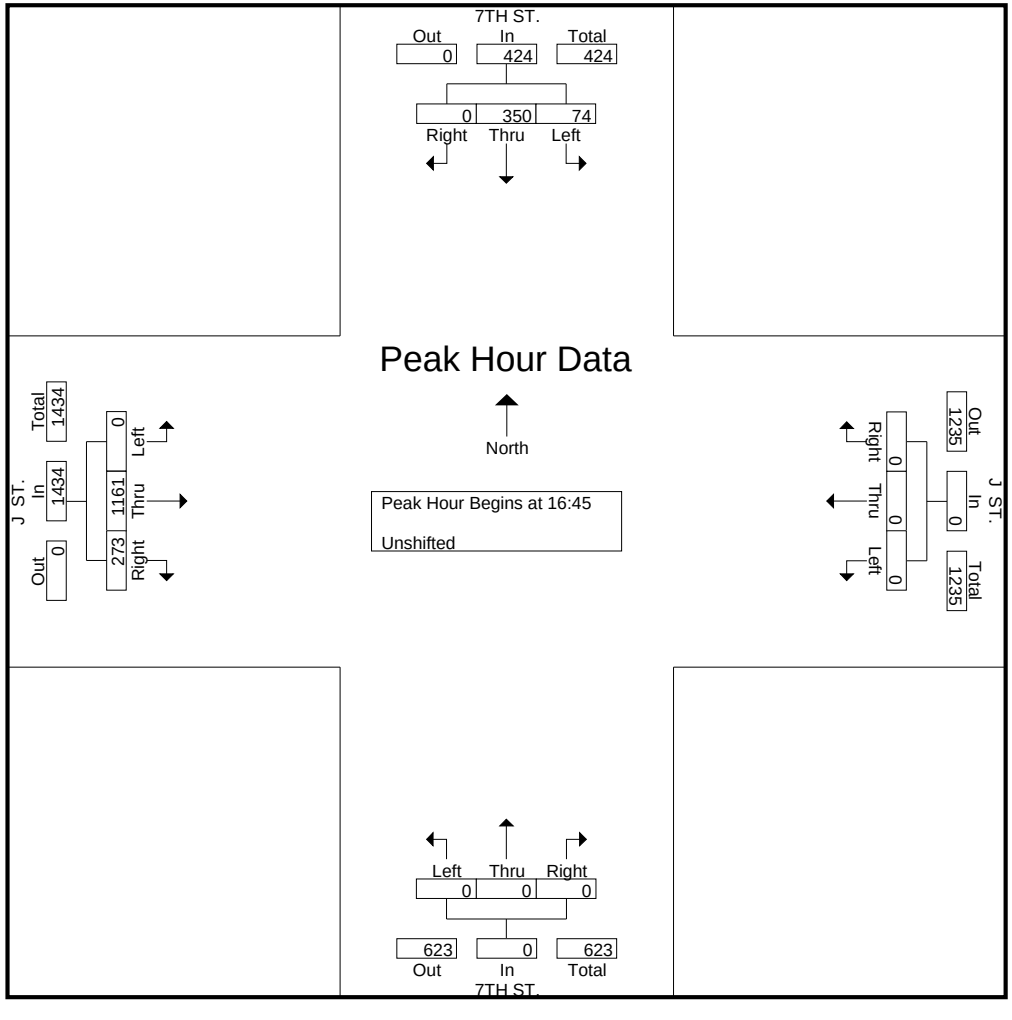
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	19	80	0	99	0	0	0	0	0	0	0	0	0	**303**	**73**	**376**	**475**
17:00	**23**	**99**	0	**122**	0	0	0	0	0	0	0	0	0	277	64	341	463
17:15	16	95	0	111	0	0	0	0	0	0	0	0	0	290	73	363	474
17:30	16	76	0	92	0	0	0	0	0	0	0	0	0	291	63	354	446
Total Volume	74	350	0	424	0	0	0	0	0	0	0	0	0	1161	273	1434	1858
% App. Total	17.5	82.5	0		0	0	0		0	0	0		0	81	19		
PHF	.804	.884	.000	.869	.000	.000	.000	.000	.000	.000	.000	.000	.000	.958	.935	.953	.978

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-040 F-7TH - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-039 F-6TH-J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

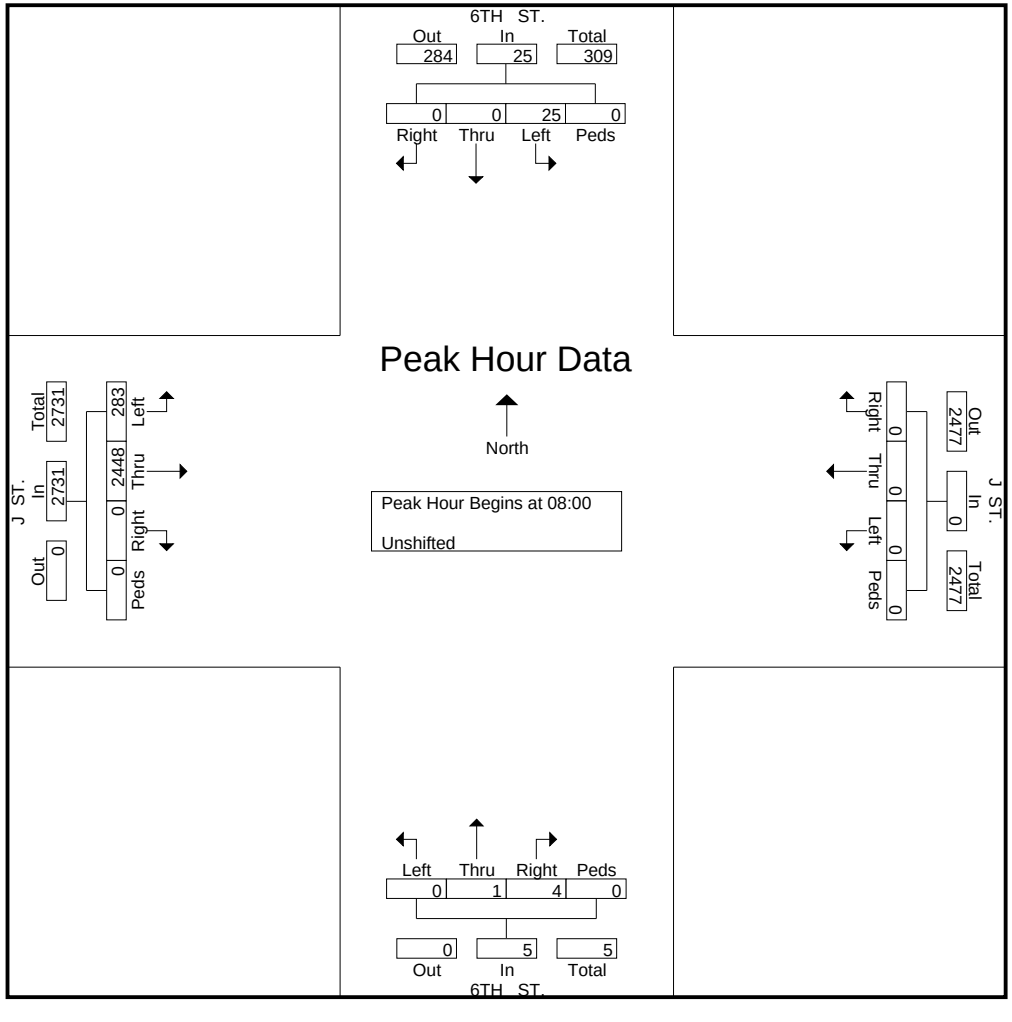
	6TH ST. Southbound					J ST. Westbound					6TH ST. Northbound					J ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	40	461	0	0	501	503
07:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	52	577	0	0	629	633
07:30	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	50	594	0	0	644	648
07:45	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	32	589	0	0	621	627
Total	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	174	2221	0	0	2395	2411
08:00	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1	58	586	0	0	644	650
08:15	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	85	622	0	0	707	714
08:30	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	96	604	0	0	700	707
08:45	6	0	0	0	6	0	0	0	0	0	0	1	3	0	4	44	636	0	0	680	690
Total	25	0	0	0	25	0	0	0	0	0	0	1	4	0	5	283	2448	0	0	2731	2761
16:00	16	0	0	0	16	0	0	0	0	0	0	24	32	0	56	22	292	0	0	314	386
16:15	13	0	0	0	13	0	0	0	0	0	0	25	21	0	46	20	335	0	0	355	414
16:30	13	0	0	0	13	0	0	0	0	0	0	25	31	0	56	19	301	0	0	320	389
16:45	14	0	0	0	14	0	0	0	0	0	0	35	34	0	69	22	327	0	0	349	432
Total	56	0	0	0	56	0	0	0	0	0	0	109	118	0	227	83	1255	0	0	1338	1621
17:00	16	0	0	0	16	0	0	0	0	0	0	41	20	0	61	20	312	0	0	332	409
17:15	8	0	0	0	8	0	0	0	0	0	0	39	27	0	66	21	316	0	0	337	411
17:30	12	0	0	0	12	0	0	0	0	0	0	22	23	0	45	22	330	0	0	352	409
17:45	9	0	0	0	9	0	0	0	0	0	0	41	37	0	78	19	261	0	0	280	367
Total	45	0	0	0	45	0	0	0	0	0	0	143	107	0	250	82	1219	0	0	1301	1596
Grand Total	142	0	0	0	142	0	0	0	0	0	0	253	229	0	482	622	7143	0	0	7765	8389
Apprch %	100	0	0	0		0	0	0	0		0	52.5	47.5	0		8	92	0	0		
Total %	1.7	0	0	0	1.7	0	0	0	0	0	0	3	2.7	0	5.7	7.4	85.1	0	0	92.6	

	6TH ST. Southbound					J ST. Westbound					6TH ST. Northbound					J ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1	58	586	0	0	644	650
08:15	**7**	0	0	0	**7**	0	0	0	0	0	0	0	0	0	0	85	622	0	0	**707**	**714**
08:30	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	**96**	604	0	0	700	707
08:45	6	0	0	0	6	0	0	0	0	0	0	**1**	**3**	0	**4**	44	**636**	0	0	680	690
Total Volume	25	0	0	0	25	0	0	0	0	0	0	1	4	0	5	283	2448	0	0	2731	2761
% App. Total	100	0	0	0		0	0	0	0		0	20	80	0		10.4	89.6	0	0		
PHF	.893	.000	.000	.000	.893	.000	.000	.000	.000	.000	.000	.250	.333	.000	.313	.737	.962	.000	.000	.966	.967

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-039 F-6TH-J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



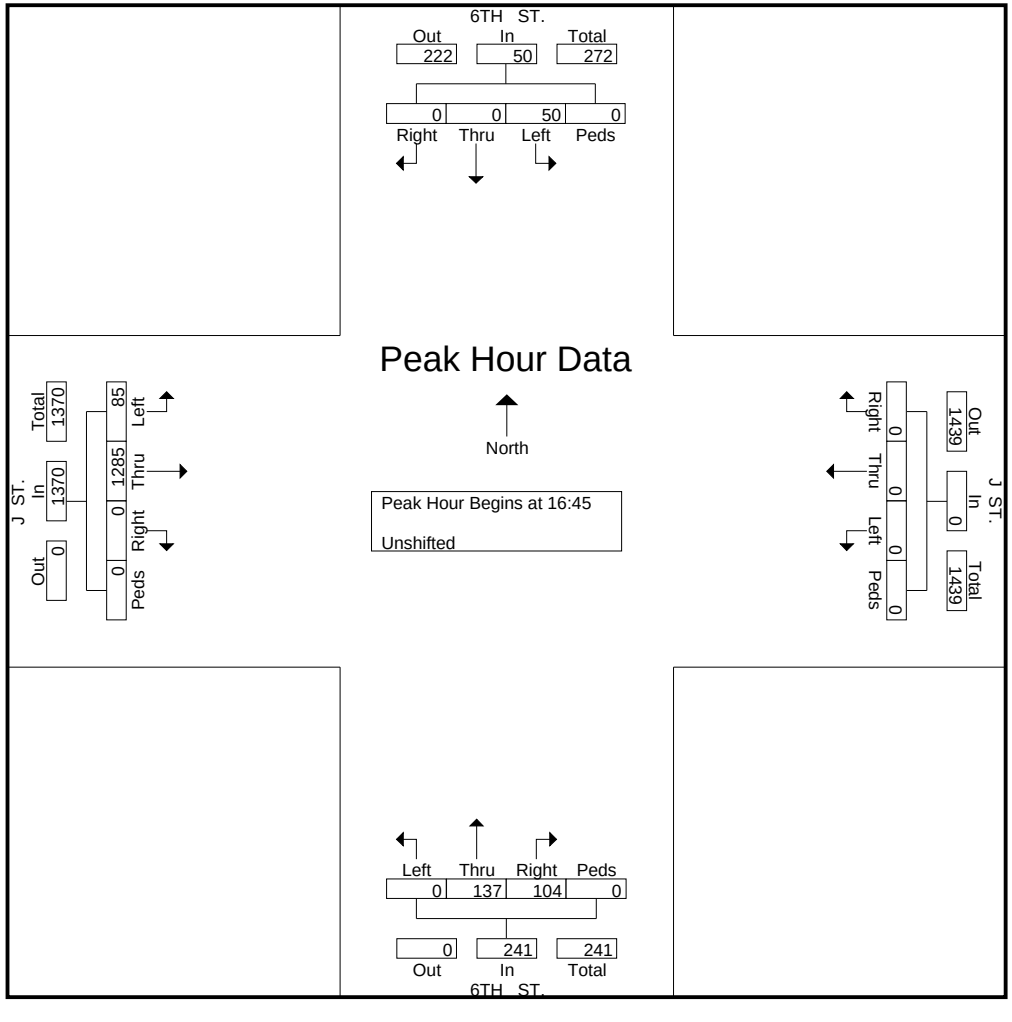
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	14	0	0	0	14	0	0	0	0	0	0	35	**34**	0	**69**	**22**	327	0	0	349	**432**
17:00	**16**	0	0	0	**16**	0	0	0	0	0	0	**41**	20	0	61	20	312	0	0	332	409
17:15	8	0	0	0	8	0	0	0	0	0	0	39	27	0	66	21	316	0	0	337	411
17:30	12	0	0	0	12	0	0	0	0	0	0	22	23	0	45	22	**330**	0	0	**352**	409
Total Volume	50	0	0	0	50	0	0	0	0	0	0	137	104	0	241	85	1285	0	0	1370	1661
% App. Total	100	0	0	0		0	0	0	0		0	56.8	43.2	0		6.2	93.8	0	0		
PHF	.781	.000	.000	.000	.781	.000	.000	.000	.000	.000	.000	.835	.765	.000	.873	.966	.973	.000	.000	.973	.961

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-039 F-6TH-J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-038 F-5TH - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

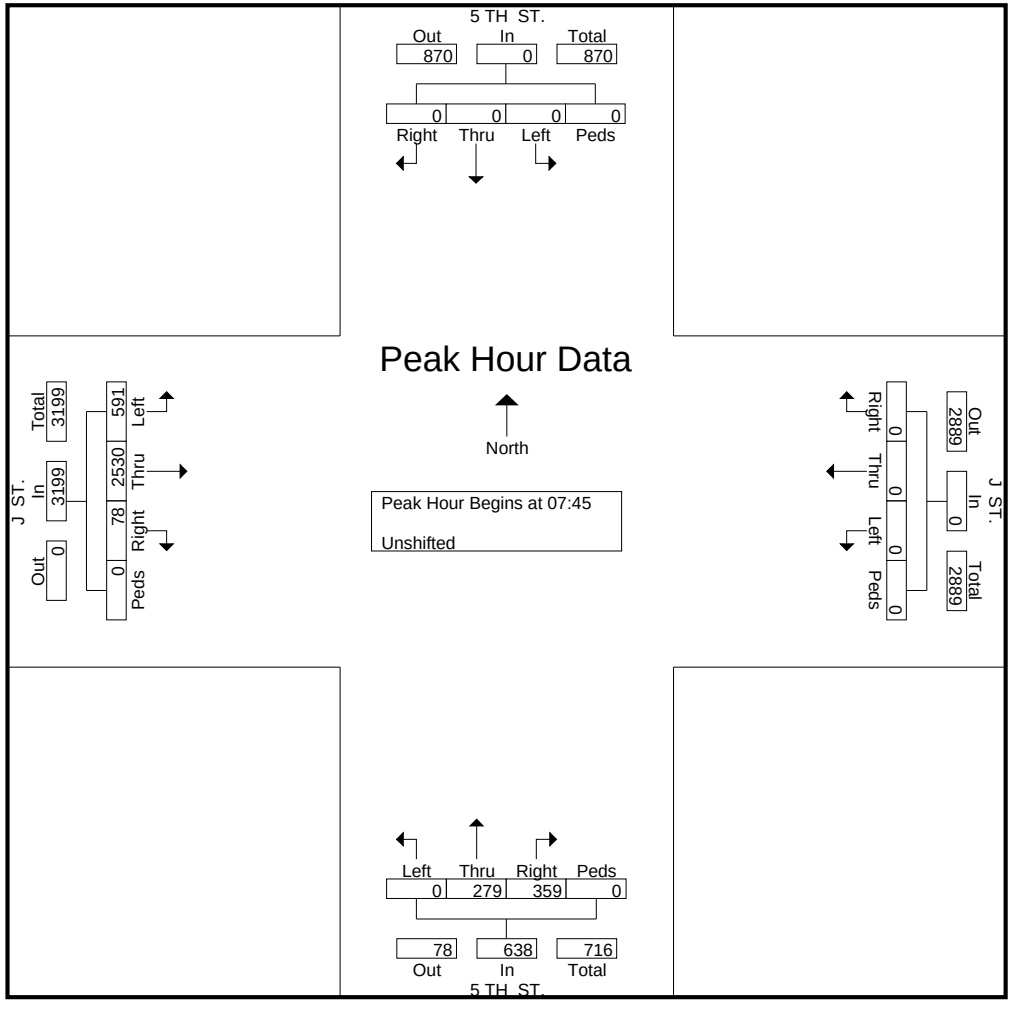
	5 TH ST. Southbound					J ST. Westbound					5 TH ST. Northbound					J ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	0	0	0	37	63	0	100	117	461	25	0	603	703
07:15	0	0	0	0	0	0	0	0	0	0	0	43	68	0	111	107	554	29	0	690	801
07:30	0	0	0	0	0	0	0	0	0	0	0	66	71	0	137	111	626	12	0	749	886
07:45	0	0	0	0	0	0	0	0	0	0	0	61	86	0	147	155	626	15	0	796	943
Total	0	0	0	0	0	0	0	0	0	0	0	207	288	0	495	490	2267	81	0	2838	3333
08:00	0	0	0	0	0	0	0	0	0	0	0	75	78	0	153	146	641	21	0	808	961
08:15	0	0	0	0	0	0	0	0	0	0	0	67	97	0	164	155	614	19	0	788	952
08:30	0	0	0	0	0	0	0	0	0	0	0	76	98	0	174	135	649	23	0	807	981
08:45	0	0	0	0	0	0	0	0	0	0	0	58	71	0	129	136	661	15	0	812	941
Total	0	0	0	0	0	0	0	0	0	0	0	276	344	0	620	572	2565	78	0	3215	3835
16:00	0	0	0	0	0	0	0	0	0	0	0	63	82	0	145	66	284	14	0	364	509
16:15	0	0	0	0	0	0	0	0	0	0	0	67	85	0	152	73	300	19	0	392	544
16:30	0	0	0	0	0	0	0	0	0	0	0	68	71	0	139	78	281	22	0	381	520
16:45	0	0	0	0	0	0	0	0	0	0	0	73	84	0	157	67	316	25	0	408	565
Total	0	0	0	0	0	0	0	0	0	0	0	271	322	0	593	284	1181	80	0	1545	2138
17:00	0	0	0	0	0	0	0	0	0	0	0	94	73	0	167	84	287	32	0	403	570
17:15	0	0	0	0	0	0	0	0	0	0	0	88	92	0	180	73	271	24	0	368	548
17:30	0	0	0	0	0	0	0	0	0	0	0	95	78	0	173	63	296	25	0	384	557
17:45	0	0	0	0	0	0	0	0	0	0	0	73	64	0	137	78	268	18	0	364	501
Total	0	0	0	0	0	0	0	0	0	0	0	350	307	0	657	298	1122	99	0	1519	2176
Grand Total	0	0	0	0	0	0	0	0	0	0	0	1104	1261	0	2365	1644	7135	338	0	9117	11482
Apprch %	0	0	0	0		0	0	0	0		0	46.7	53.3	0		18	78.3	3.7	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	9.6	11	0	20.6	14.3	62.1	2.9	0	79.4	

	5 TH ST. Southbound					J ST. Westbound					5 TH ST. Northbound					J ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	0	0	0	0	0	0	0	0	0	0	61	86	0	147	**155**	626	15	0	796	943
08:00	0	0	0	0	0	0	0	0	0	0	0	75	78	0	153	146	641	21	0	**808**	961
08:15	0	0	0	0	0	0	0	0	0	0	0	67	97	0	164	155	614	19	0	788	952
08:30	0	0	0	0	0	0	0	0	0	0	0	**76**	**98**	0	**174**	135	**649**	**23**	0	807	**981**
Total Volume	0	0	0	0	0	0	0	0	0	0	0	279	359	0	638	591	2530	78	0	3199	3837
% App. Total	0	0	0	0		0	0	0	0		0	43.7	56.3	0		18.5	79.1	2.4	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.918	.916	.000	.917	.953	.975	.848	.000	.990	.978

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-038 F-5TH - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



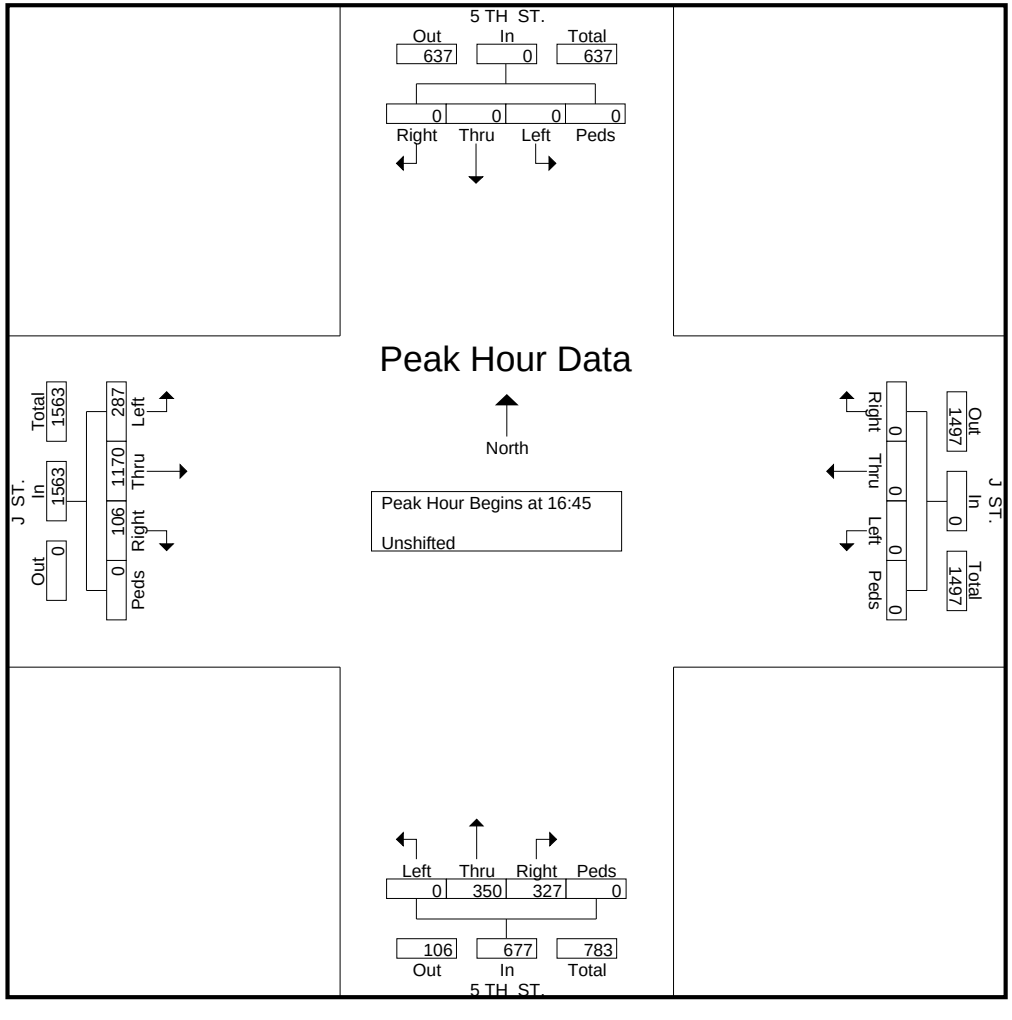
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	0	0	0	0	0	0	73	84	0	157	67	**316**	25	0	**408**	565
17:00	0	0	0	0	0	0	0	0	0	0	0	94	73	0	167	**84**	287	**32**	0	403	**570**
17:15	0	0	0	0	0	0	0	0	0	0	0	88	**92**	0	**180**	73	271	24	0	368	548
17:30	0	0	0	0	0	0	0	0	0	0	0	**95**	78	0	173	63	296	25	0	384	557
Total Volume	0	0	0	0	0	0	0	0	0	0	0	350	327	0	677	287	1170	106	0	1563	2240
% App. Total	0	0	0	0		0	0	0	0		0	51.7	48.3	0		18.4	74.9	6.8	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.921	.889	.000	.940	.854	.926	.828	.000	.958	.982

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-038 F-5TH - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-037 F-3 RD - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

	3 RD ST. Southbound					J ST. Westbound					3 RD ST. Northbound					NB I 5 OFF RAMP Northeastbound					SB I 5 OFF RAMP Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
07:00	17	22	0	0	39	0	0	0	0	0	0	0	0	12	12	0	5	312	50	367	0	276	137	0	413	831
07:15	24	21	0	0	45	0	0	0	0	0	0	0	0	20	20	0	7	324	51	382	3	313	94	0	410	857
07:30	29	31	0	0	60	0	0	0	0	0	0	0	0	22	22	0	3	341	56	400	0	344	150	0	494	976
07:45	30	59	0	0	89	0	0	0	0	0	0	0	0	16	16	0	4	390	64	458	0	364	158	0	522	1085
Total	100	133	0	0	233	0	0	0	0	0	0	0	0	70	70	0	19	1367	221	1607	3	1297	539	0	1839	3749
08:00	42	41	0	0	83	0	0	0	0	0	0	0	0	31	31	0	7	389	64	460	0	366	126	0	492	1066
08:15	34	26	0	0	60	0	0	0	0	0	0	0	0	45	45	0	5	378	68	451	0	351	125	0	476	1032
08:30	30	38	0	0	68	0	0	0	0	0	0	0	0	34	34	0	6	416	43	465	8	306	87	0	401	968
08:45	46	31	0	0	77	0	0	0	0	0	0	0	0	13	13	0	7	399	41	447	2	396	108	0	506	1043
Total	152	136	0	0	288	0	0	0	0	0	0	0	0	123	123	0	25	1582	216	1823	10	1419	446	0	1875	4109
16:00	54	64	0	0	118	0	0	0	0	0	0	0	0	41	41	0	3	106	23	132	2	188	30	0	220	511
16:15	49	67	0	0	116	0	0	0	0	0	0	0	0	33	33	0	6	110	17	133	0	172	39	0	211	493
16:30	50	79	0	0	129	0	0	0	0	0	0	0	0	30	30	0	4	107	19	130	2	193	45	0	240	529
16:45	42	72	0	0	114	0	0	0	0	0	0	0	0	32	32	0	2	137	16	155	7	207	68	0	282	583
Total	195	282	0	0	477	0	0	0	0	0	0	0	0	136	136	0	15	460	75	550	11	760	182	0	953	2116
17:00	54	107	0	0	161	0	0	0	0	0	0	0	0	35	35	0	4	119	13	136	2	203	62	0	267	599
17:15	46	114	0	0	160	0	0	0	0	0	0	0	0	43	43	0	0	67	11	78	4	229	83	0	316	597
17:30	45	88	0	0	133	0	0	0	0	0	0	0	0	34	34	0	5	97	24	126	9	215	82	0	306	599
17:45	52	63	0	0	115	0	0	0	0	0	0	0	0	27	27	0	3	64	17	84	7	183	53	0	243	469
Total	197	372	0	0	569	0	0	0	0	0	0	0	0	139	139	0	12	347	65	424	22	830	280	0	1132	2264
Grand Total	644	923	0	0	1567	0	0	0	0	0	0	0	0	468	468	0	71	3756	577	4404	46	4306	1447	0	5799	12238
Apprch %	41.1	58.9	0	0		0	0	0	0		0	0	0	100		0	1.6	85.3	13.1		0.8	74.3	25	0		
Total %	5.3	7.5	0	0	12.8	0	0	0	0	0	0	0	0	3.8	3.8	0	0.6	30.7	4.7	36	0.4	35.2	11.8	0	47.4	

All Traffic Data

(916) 771-8700
F (916) 786-2879

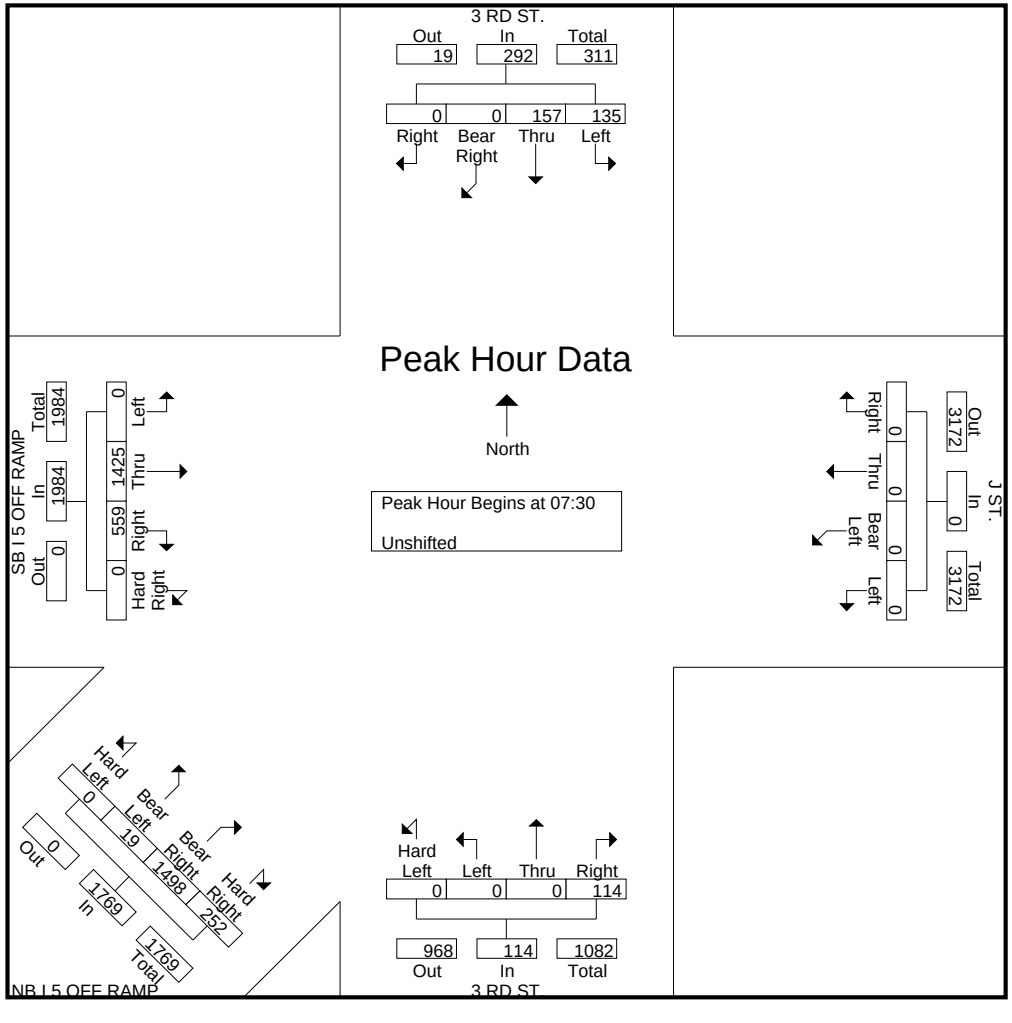
File Name : 09-7040-037 F-3 RD - J
Site Code : 00000000
Start Date : 02/03/2009

	3 RD ST. Southbound					J ST. Westbound					3 RD ST. Northbound					NB I 5 OFF RAMP Northeastbound					SB I 5 OFF RAMP Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 07:30																									
07:30	29	31	0	0	60	0	0	0	0	0	0	0	0	22	22	0	3	341	56	400	0	344	150	0	494	976
07:45	30	**59**	0	0	**89**	0	0	0	0	0	0	0	0	16	16	0	4	**390**	64	458	0	364	**158**	0	**522**	**1085**
08:00	**42**	41	0	0	83	0	0	0	0	0	0	0	0	31	31	0	**7**	389	64	**460**	0	**366**	126	0	492	1066
08:15	34	26	0	0	60	0	0	0	0	0	0	0	0	**45**	**45**	0	5	378	**68**	451	0	351	125	0	476	1032
Total Volume	135	157	0	0	292	0	0	0	0	0	0	0	0	114	114	0	19	1498	252	1769	0	1425	559	0	1984	4159
% App. Total	46.2	53.8	0	0		0	0	0	0		0	0	0	100		0	1.1	84.7	14.2		0	71.8	28.2	0		
PHF	.804	.665	.000	.000	.820	.000	.000	.000	.000	.000	.000	.000	.000	.633	.633	.000	.679	.960	.926	.961	.000	.973	.884	.000	.950	.958

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-037 F-3 RD - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

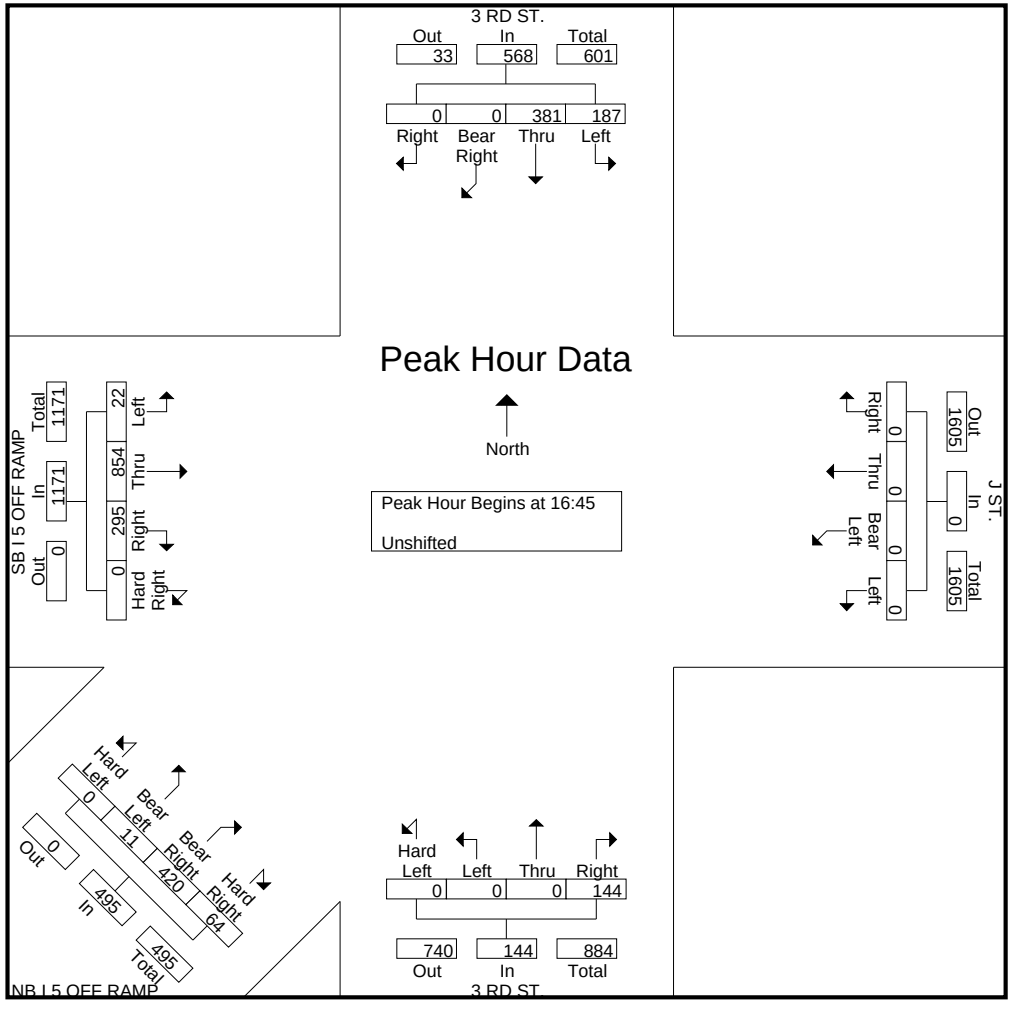
File Name : 09-7040-037 F-3 RD - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 4

	3 RD ST. Southbound					J ST. Westbound					3 RD ST. Northbound					NB I 5 OFF RAMP Northeastbound					SB I 5 OFF RAMP Eastbound					
Start Time	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 16:45																									
16:45	42	72	0	0	114	0	0	0	0	0	0	0	0	32	32	0	2	**137**	16	**155**	7	207	68	0	282	583
17:00	**54**	107	0	0	**161**	0	0	0	0	0	0	0	0	35	35	0	4	119	13	136	2	203	62	0	267	**599**
17:15	46	**114**	0	0	160	0	0	0	0	0	0	0	0	**43**	**43**	0	0	67	11	78	4	**229**	**83**	0	**316**	597
17:30	45	88	0	0	133	0	0	0	0	0	0	0	0	34	34	0	**5**	97	**24**	126	**9**	215	82	0	306	599
Total Volume	187	381	0	0	568	0	0	0	0	0	0	0	0	144	144	0	11	420	64	495	22	854	295	0	1171	2378
% App. Total	32.9	67.1	0	0		0	0	0	0		0	0	0	100		0	2.2	84.8	12.9		1.9	72.9	25.2	0		
PHF	.866	.836	.000	.000	.882	.000	.000	.000	.000	.000	.000	.000	.000	.837	.837	.000	.550	.766	.667	.798	.611	.932	.889	.000	.926	.992

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-037 F-3 RD - J
Site Code : 00000000
Start Date : 02/03/2009
Page No : 5



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-036 F-7TH - I
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

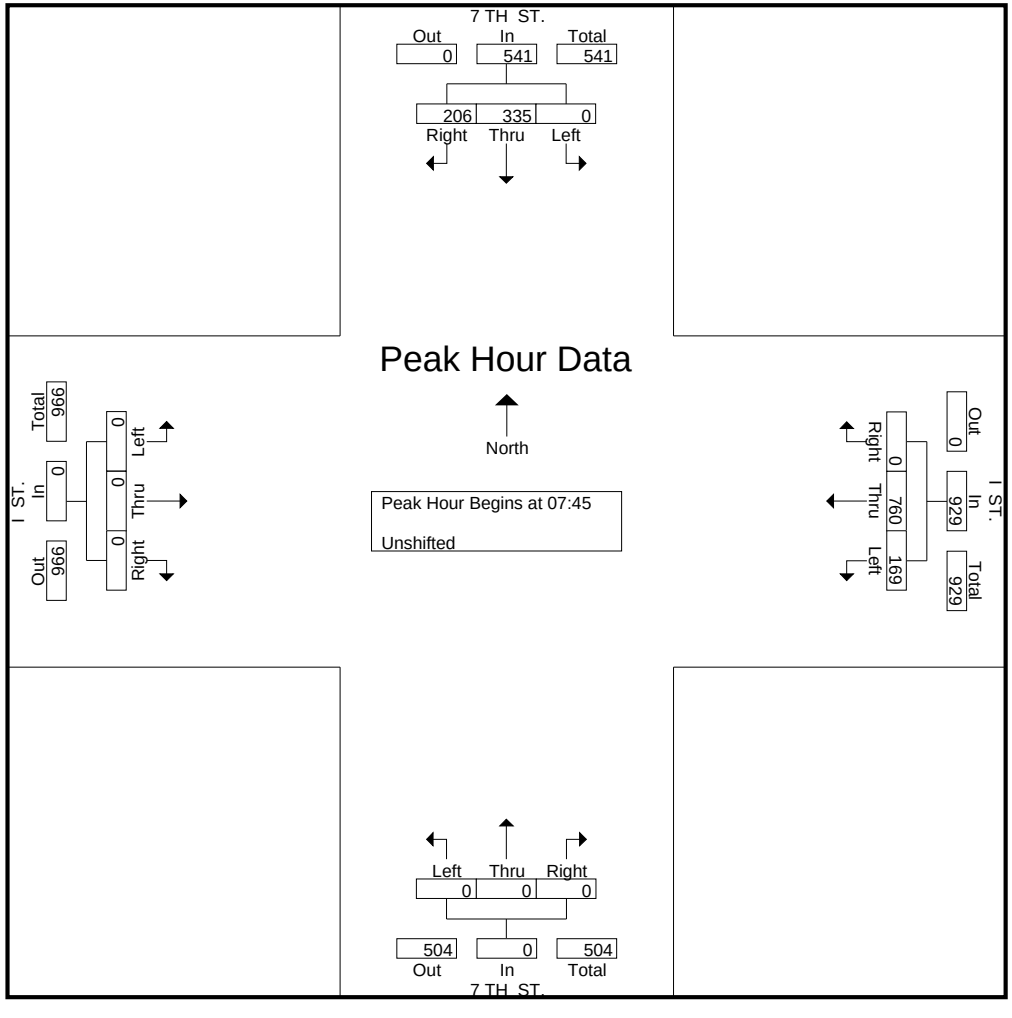
	7 TH ST. Southbound				I ST. Westbound				7 TH ST. Northbound				I ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	50	25	75	23	119	0	142	0	0	0	0	0	0	0	0	217
07:15	0	47	45	92	27	136	0	163	0	0	0	0	0	0	0	0	255
07:30	0	60	53	113	28	181	0	209	0	0	0	0	0	0	0	0	322
07:45	0	86	66	152	39	187	0	226	0	0	0	0	0	0	0	0	378
Total	0	243	189	432	117	623	0	740	0	0	0	0	0	0	0	0	1172
08:00	0	90	52	142	38	186	0	224	0	0	0	0	0	0	0	0	366
08:15	0	81	46	127	54	187	0	241	0	0	0	0	0	0	0	0	368
08:30	0	78	42	120	38	200	0	238	0	0	0	0	0	0	0	0	358
08:45	0	103	59	162	48	142	0	190	0	0	0	0	0	0	0	0	352
Total	0	352	199	551	178	715	0	893	0	0	0	0	0	0	0	0	1444
16:00	0	54	86	140	30	421	0	451	0	0	0	0	0	0	0	0	591
16:15	0	44	79	123	35	377	0	412	0	0	0	0	0	0	0	0	535
16:30	0	59	81	140	27	454	0	481	0	0	0	0	0	0	0	0	621
16:45	1	66	101	168	45	403	0	448	0	0	0	0	0	0	0	0	616
Total	1	223	347	571	137	1655	0	1792	0	0	0	0	0	0	0	0	2363
17:00	0	87	91	178	47	472	0	519	0	0	0	0	0	0	0	0	697
17:15	0	61	77	138	42	496	0	538	0	0	0	0	0	0	0	0	676
17:30	0	50	65	115	46	375	0	421	0	0	0	0	0	0	0	0	536
17:45	0	26	70	96	60	330	0	390	0	0	0	0	0	0	0	0	486
Total	0	224	303	527	195	1673	0	1868	0	0	0	0	0	0	0	0	2395
Grand Total	1	1042	1038	2081	627	4666	0	5293	0	0	0	0	0	0	0	0	7374
Apprch %	0	50.1	49.9		11.8	88.2	0		0	0	0		0	0	0		
Total %	0	14.1	14.1	28.2	8.5	63.3	0	71.8	0	0	0	0	0	0	0	0	

	7 TH ST. Southbound				I ST. Westbound				7 TH ST. Northbound				I ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	86	**66**	**152**	39	187	0	226	0	0	0	0	0	0	0	0	**378**
08:00	0	**90**	52	142	38	186	0	224	0	0	0	0	0	0	0	0	366
08:15	0	81	46	127	**54**	187	0	**241**	0	0	0	0	0	0	0	0	368
08:30	0	78	42	120	38	**200**	0	238	0	0	0	0	0	0	0	0	358
Total Volume	0	335	206	541	169	760	0	929	0	0	0	0	0	0	0	0	1470
% App. Total	0	61.9	38.1		18.2	81.8	0		0	0	0		0	0	0		
PHF	.000	.931	.780	.890	.782	.950	.000	.964	.000	.000	.000	.000	.000	.000	.000	.000	.972

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-036 F-7TH - I
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



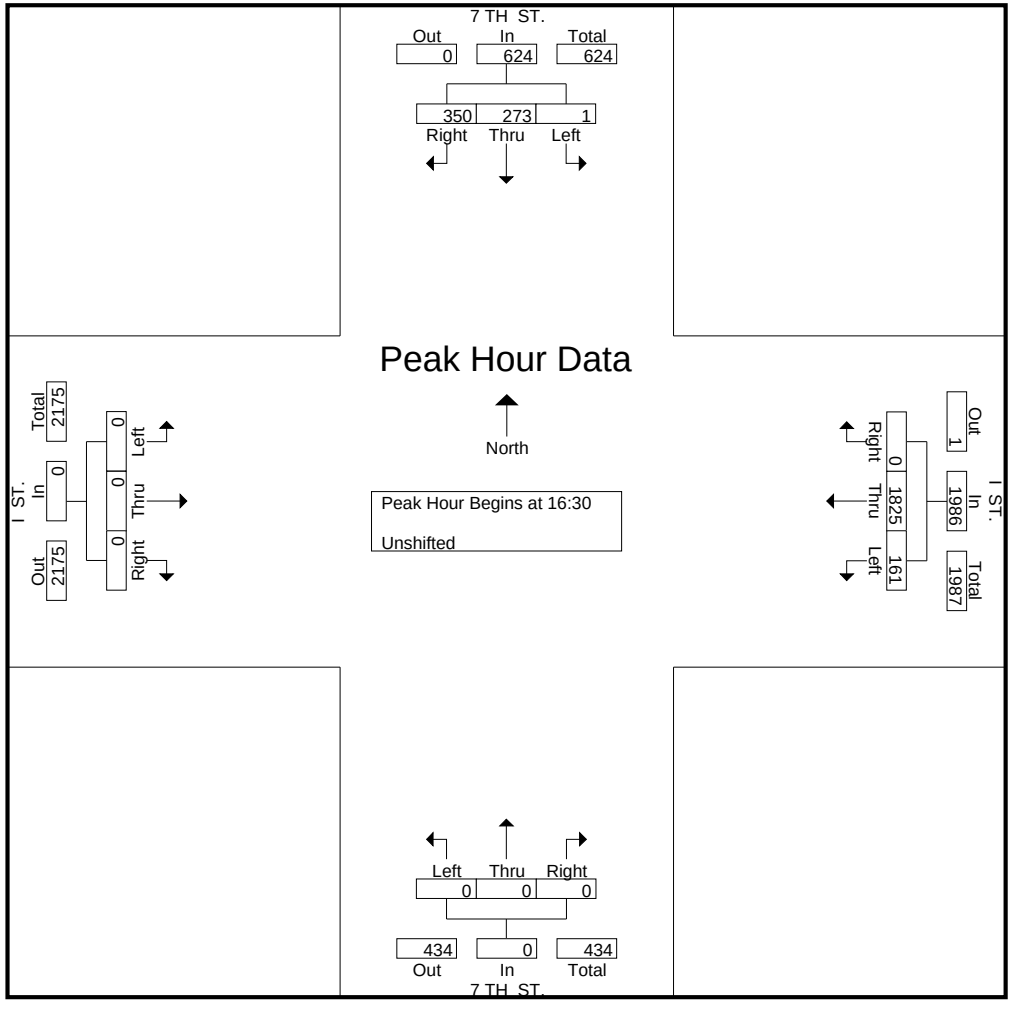
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	0	59	81	140	27	454	0	481	0	0	0	0	0	0	0	0	621
16:45	**1**	66	**101**	168	45	403	0	448	0	0	0	0	0	0	0	0	616
17:00	0	**87**	91	**178**	**47**	472	0	519	0	0	0	0	0	0	0	0	**697**
17:15	0	61	77	138	42	**496**	0	**538**	0	0	0	0	0	0	0	0	676
Total Volume	1	273	350	624	161	1825	0	1986	0	0	0	0	0	0	0	0	2610
% App. Total	0.2	43.8	56.1		8.1	91.9	0		0	0	0		0	0	0		
PHF	.250	.784	.866	.876	.856	.920	.000	.923	.000	.000	.000	.000	.000	.000	.000	.000	.936

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-036 F-7TH - I
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-035 F-6TH - I
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

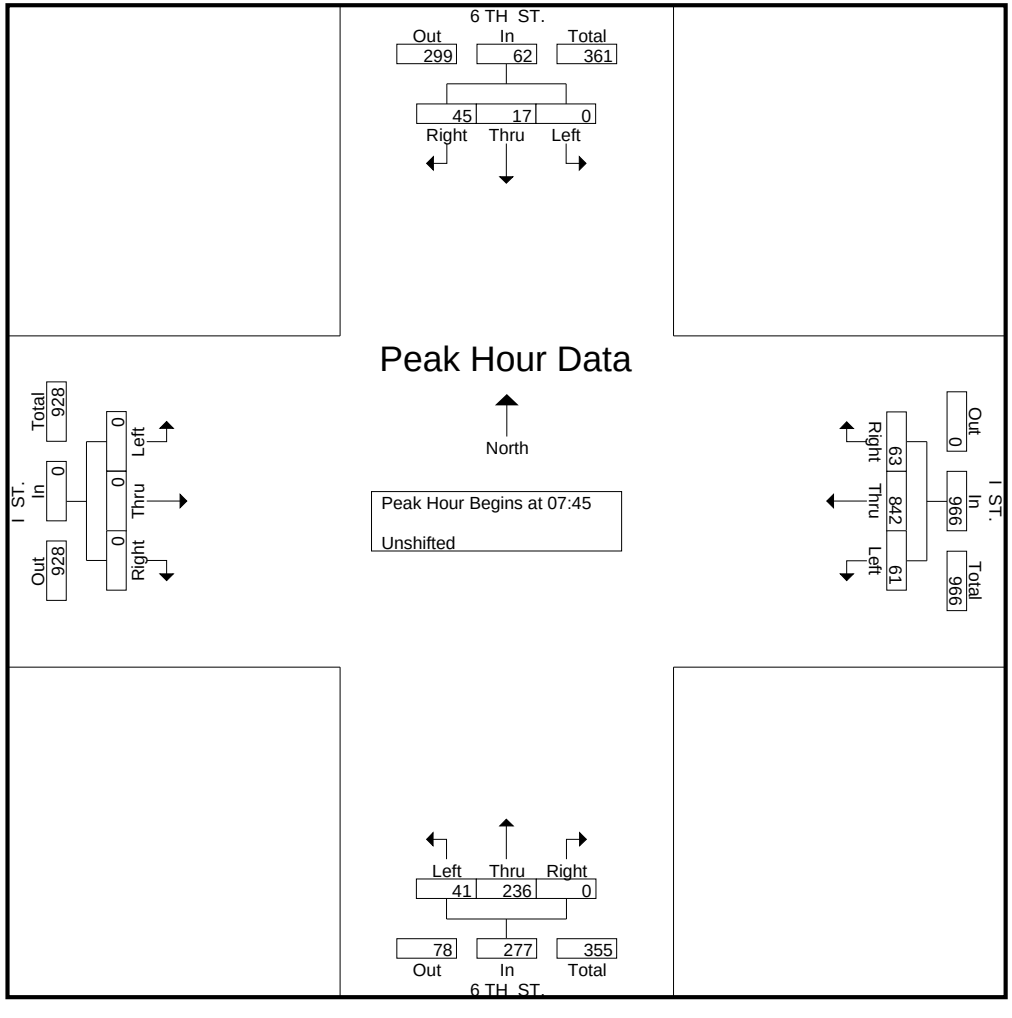
	6 TH ST. Southbound				I ST. Westbound				6 TH ST. Northbound				I ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	2	6	8	12	130	4	146	4	13	0	17	0	0	0	0	171
07:15	0	2	13	15	7	164	11	182	7	34	0	41	0	0	0	0	238
07:30	0	1	8	9	19	206	12	237	7	39	0	46	0	0	0	0	292
07:45	0	4	12	16	23	220	8	251	13	53	0	66	0	0	0	0	333
Total	0	9	39	48	61	720	35	816	31	139	0	170	0	0	0	0	1034
08:00	0	2	11	13	13	213	14	240	12	54	0	66	0	0	0	0	319
08:15	0	6	12	18	14	202	15	231	6	73	0	79	0	0	0	0	328
08:30	0	5	10	15	11	207	26	244	10	56	0	66	0	0	0	0	325
08:45	0	3	12	15	8	186	15	209	12	69	0	81	0	0	0	0	305
Total	0	16	45	61	46	808	70	924	40	252	0	292	0	0	0	0	1277
16:00	0	5	62	67	7	481	16	504	47	21	0	68	0	0	0	0	639
16:15	0	5	35	40	6	439	17	462	48	22	0	70	0	0	0	0	572
16:30	0	1	57	58	4	527	15	546	51	24	0	75	0	0	0	0	679
16:45	0	7	47	54	4	480	15	499	64	24	0	88	0	0	0	0	641
Total	0	18	201	219	21	1927	63	2011	210	91	0	301	0	0	0	0	2531
17:00	0	2	134	136	6	552	13	571	90	35	0	125	0	0	0	0	832
17:15	0	1	67	68	2	557	12	571	73	28	0	101	0	0	0	0	740
17:30	0	0	54	54	9	424	14	447	42	21	0	63	0	0	0	0	564
17:45	0	3	37	40	7	362	13	382	62	22	0	84	0	0	0	0	506
Total	0	6	292	298	24	1895	52	1971	267	106	0	373	0	0	0	0	2642
Grand Total	0	49	577	626	152	5350	220	5722	548	588	0	1136	0	0	0	0	7484
Apprch %	0	7.8	92.2		2.7	93.5	3.8		48.2	51.8	0		0	0	0		
Total %	0	0.7	7.7	8.4	2	71.5	2.9	76.5	7.3	7.9	0	15.2	0	0	0	0	

	6 TH ST. Southbound				I ST. Westbound				6 TH ST. Northbound				I ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	4	**12**	16	**23**	**220**	8	**251**	**13**	53	0	66	0	0	0	0	**333**
08:00	0	2	11	13	13	213	14	240	12	54	0	66	0	0	0	0	319
08:15	0	**6**	12	**18**	14	202	15	231	6	**73**	0	**79**	0	0	0	0	328
08:30	0	5	10	15	11	207	**26**	244	10	56	0	66	0	0	0	0	325
Total Volume	0	17	45	62	61	842	63	966	41	236	0	277	0	0	0	0	1305
% App. Total	0	27.4	72.6		6.3	87.2	6.5		14.8	85.2	0		0	0	0		
PHF	.000	.708	.938	.861	.663	.957	.606	.962	.788	.808	.000	.877	.000	.000	.000	.000	.980

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-035 F-6TH - I
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



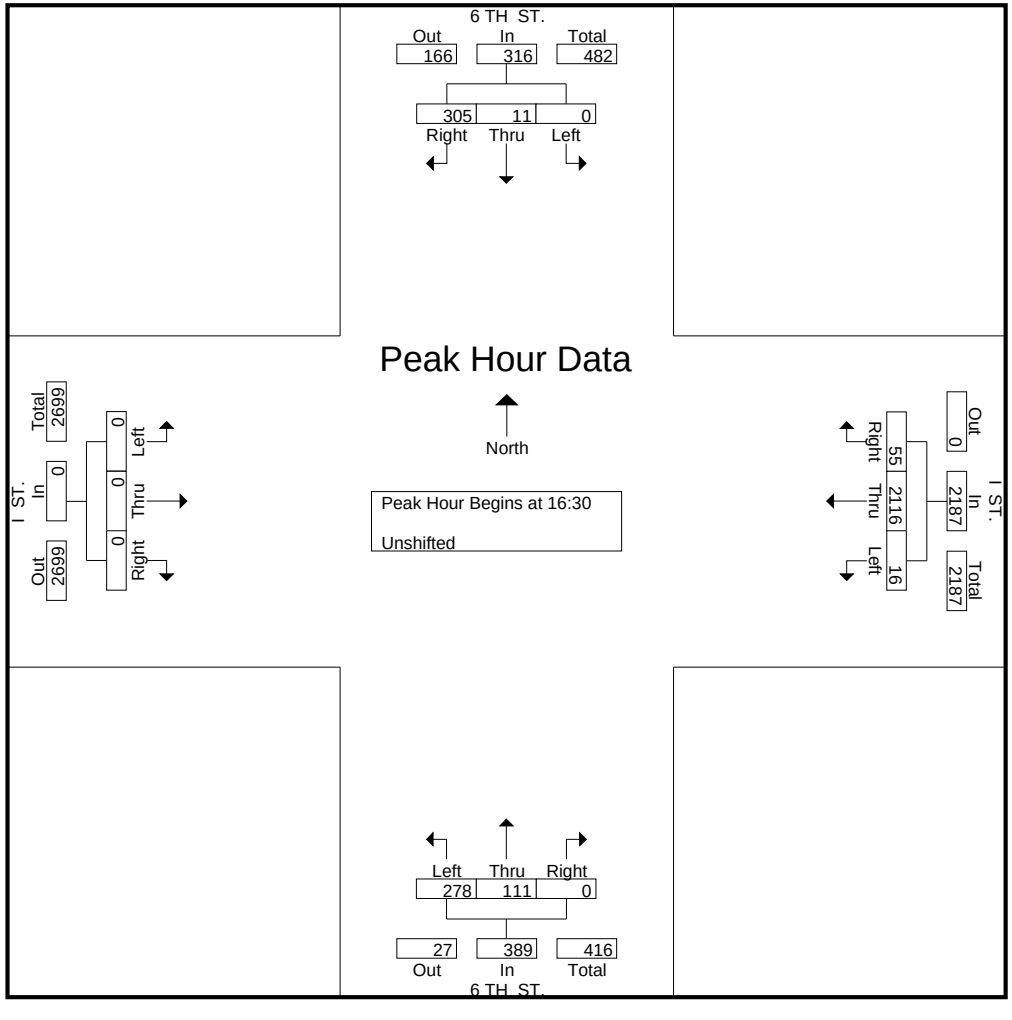
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	0	1	57	58	4	527	**15**	546	51	24	0	75	0	0	0	0	679
16:45	0	**7**	47	54	4	480	15	499	64	24	0	88	0	0	0	0	641
17:00	0	2	**134**	**136**	**6**	552	13	**571**	**90**	**35**	0	**125**	0	0	0	0	**832**
17:15	0	1	67	68	2	**557**	12	571	73	28	0	101	0	0	0	0	740
Total Volume	0	11	305	316	16	2116	55	2187	278	111	0	389	0	0	0	0	2892
% App. Total	0	3.5	96.5		0.7	96.8	2.5		71.5	28.5	0		0	0	0		
PHF	.000	.393	.569	.581	.667	.950	.917	.958	.772	.793	.000	.778	.000	.000	.000	.000	.869

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-035 F-6TH - I
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-034 F-5TH-I
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

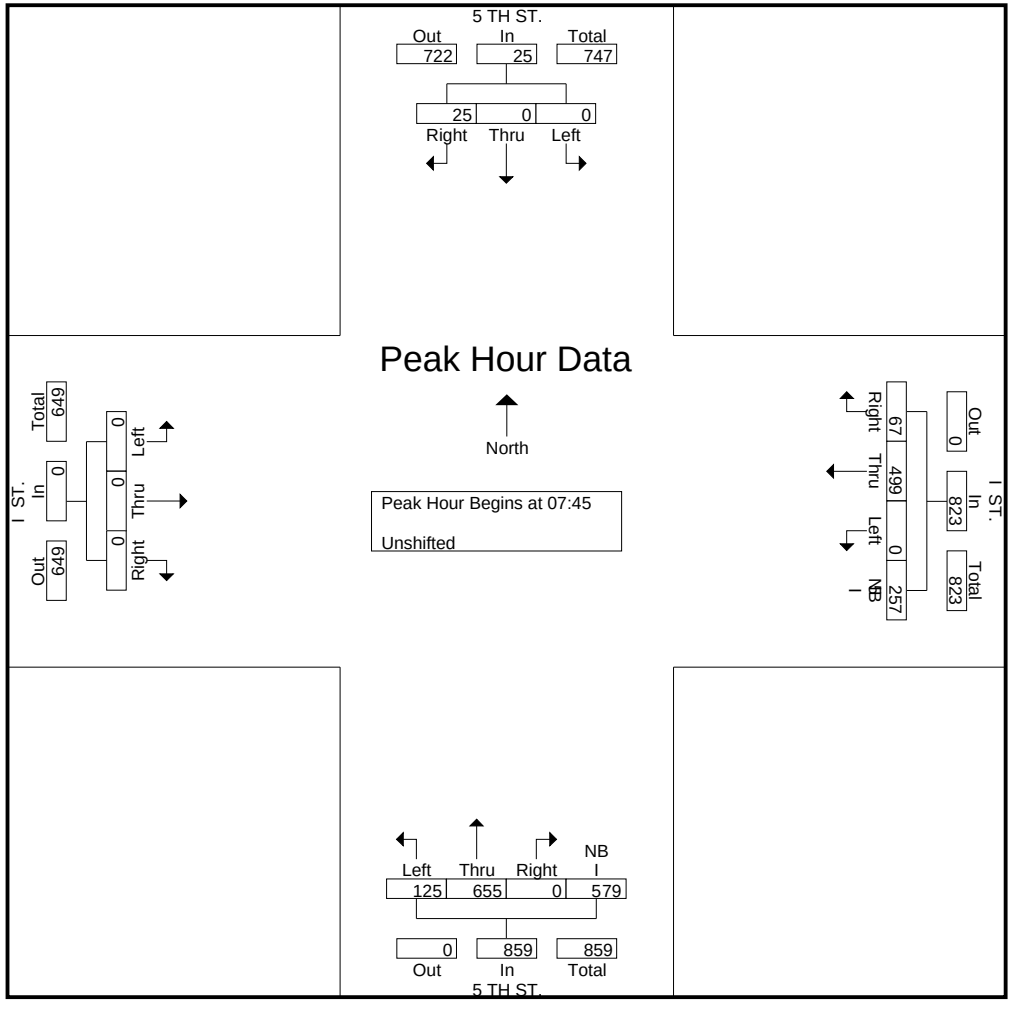
	5 TH ST. Southbound				I ST. Westbound					5 TH ST. Northbound					I ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	NB I 5	App. Total	Left	Thru	Right	NB I 5	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	6	6	0	76	11	48	135	30	126	0	22	178	0	0	0	0	319
07:15	0	0	4	4	0	99	12	48	159	30	109	0	14	153	0	0	0	0	316
07:30	0	0	5	5	0	102	16	56	174	26	101	0	22	149	0	0	0	0	328
07:45	0	0	5	5	0	133	19	79	231	23	165	0	20	208	0	0	0	0	444
Total	0	0	20	20	0	410	58	231	699	109	501	0	78	688	0	0	0	0	1407
08:00	0	0	5	5	0	143	16	69	228	35	170	0	17	222	0	0	0	0	455
08:15	0	0	6	6	0	84	9	48	141	30	162	0	19	211	0	0	0	0	358
08:30	0	0	9	9	0	139	23	61	223	37	158	0	23	218	0	0	0	0	450
08:45	0	0	8	8	0	110	21	61	192	34	149	0	18	201	0	0	0	0	401
Total	0	0	28	28	0	476	69	239	784	136	639	0	77	852	0	0	0	0	1664
16:00	0	0	9	9	0	332	14	208	554	40	63	0	23	126	0	0	0	0	689
16:15	0	0	20	20	0	280	7	223	510	36	72	0	28	136	0	0	0	0	666
16:30	0	0	8	8	0	346	7	235	588	32	70	0	32	134	0	0	0	0	730
16:45	0	0	12	12	0	327	15	222	564	37	78	0	26	141	0	0	0	0	717
Total	0	0	49	49	0	1285	43	888	2216	145	283	0	109	537	0	0	0	0	2802
17:00	0	0	24	24	0	331	7	226	564	38	92	0	31	161	0	0	0	0	749
17:15	0	0	17	17	0	383	13	261	657	31	89	0	59	179	0	0	0	0	853
17:30	0	0	12	12	0	264	11	216	491	40	64	0	63	167	0	0	0	0	670
17:45	0	0	20	20	0	243	14	188	445	41	60	0	42	143	0	0	0	0	608
Total	0	0	73	73	0	1221	45	891	2157	150	305	0	195	650	0	0	0	0	2880
Grand Total	0	0	170	170	0	3392	215	2249	5856	540	1728	0	459	2727	0	0	0	0	8753
Apprch %	0	0	100		0	57.9	3.7	38.4		19.8	63.4	0	16.8		0	0	0		
Total %	0	0	1.9	1.9	0	38.8	2.5	25.7	66.9	6.2	19.7	0	5.2	31.2	0	0	0	0	

	5 TH ST. Southbound				I ST. Westbound					5 TH ST. Northbound					I ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	NB I 5	App. Total	Left	Thru	Right	NB I 5	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45																			
07:45	0	0	5	5	0	133	19	**79**	**231**	23	165	0	20	208	0	0	0	0	444
08:00	0	0	5	5	0	**143**	16	69	228	35	**170**	0	17	**222**	0	0	0	0	**455**
08:15	0	0	6	6	0	84	9	48	141	30	162	0	19	211	0	0	0	0	358
08:30	0	0	**9**	**9**	0	139	**23**	61	223	**37**	158	0	**23**	218	0	0	0	0	450
Total Volume	0	0	25	25	0	499	67	257	823	125	655	0	79	859	0	0	0	0	1707
% App. Total	0	0	100		0	60.6	8.1	31.2		14.6	76.3	0	9.2		0	0	0		
PHF	.000	.000	.694	.694	.000	.872	.728	.813	.891	.845	.963	.000	.859	.967	.000	.000	.000	.000	.938

All Traffic Data

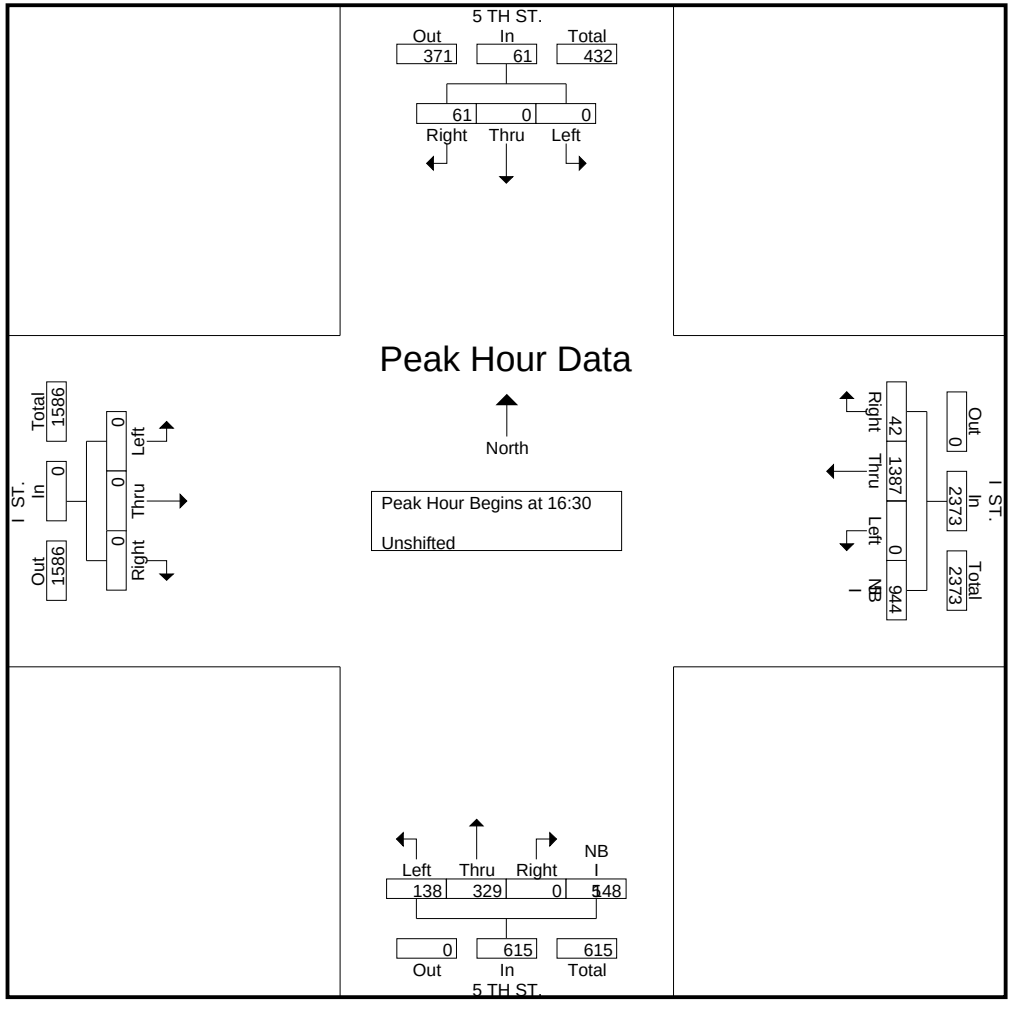
(916) 771-8700
F (916) 786-2879

File Name : 09-7040-034 F-5TH-I
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	0	0	8	8	0	346	7	235	588	32	70	0	32	134	0	0	0	0	730
16:45	0	0	12	12	0	327	**15**	222	564	37	78	0	26	141	0	0	0	0	717
17:00	0	0	**24**	**24**	0	331	7	226	564	**38**	**92**	0	31	161	0	0	0	0	749
17:15	0	0	17	17	0	**383**	13	**261**	**657**	31	89	0	**59**	**179**	0	0	0	0	**853**
Total Volume	0	0	61	61	0	1387	42	944	2373	138	329	0	148	615	0	0	0	0	3049
% App. Total	0	0	100		0	58.4	1.8	39.8		22.4	53.5	0	24.1		0	0	0		
PHF	.000	.000	.635	.635	.000	.905	.700	.904	.903	.908	.894	.000	.627	.859	.000	.000	.000	.000	.894


5 TH ST.
Out
371
In
61
Total
432
61
0
0
Right
Thru
Left
Peak Hour Data
North
Peak Hour Begins at 16:30
Unshifted
I ST.
Total
1586
In
0
Out
1586
0
0
0
Left
Thru
Right
I ST.
Out
0
In
2373
Total
2373
42
1387
0
944
Right
Thru
Left
NB
I
Left
Thru
Right
NB
I
138
329
0
548
0
Out
615
In
615
Total
5 TH ST.

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-033 F-JIBBOOM-I
Site Code : 00000000
Start Date : 02/04/2009
Page No : 1

Groups Printed- Unshifted

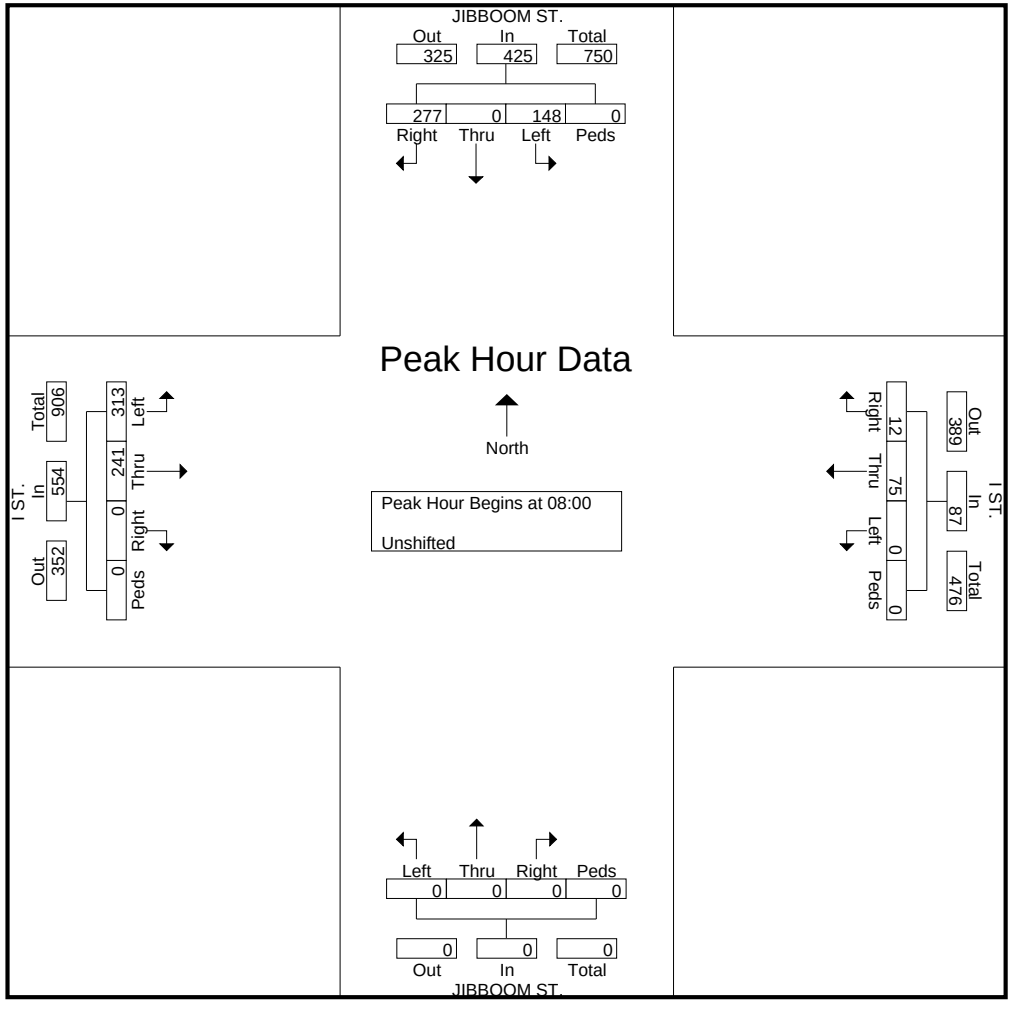
	JIBBOOM ST. Southbound					I ST. Westbound					JIBBOOM ST. Northbound					I ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	6	0	85	0	91	0	14	2	0	16	0	0	0	0	0	36	25	0	0	61	168
07:15	7	0	89	0	96	0	21	1	0	22	0	0	0	0	0	41	32	0	0	73	191
07:30	14	0	72	0	86	0	19	1	0	20	0	0	0	0	0	86	32	0	0	118	224
07:45	14	0	96	0	110	0	27	2	0	29	0	0	0	0	0	70	54	0	0	124	263
Total	41	0	342	0	383	0	81	6	0	87	0	0	0	0	0	233	143	0	0	376	846
08:00	24	0	79	0	103	0	26	4	0	30	0	0	0	0	0	66	39	0	0	105	238
08:15	35	0	82	0	117	0	19	3	0	22	0	0	0	0	0	81	49	0	0	130	269
08:30	44	0	60	0	104	0	15	2	0	17	0	0	0	0	0	68	63	0	0	131	252
08:45	45	0	56	0	101	0	15	3	0	18	0	0	0	0	0	98	90	0	0	188	307
Total	148	0	277	0	425	0	75	12	0	87	0	0	0	0	0	313	241	0	0	554	1066
16:00	8	0	86	0	94	0	26	3	0	29	0	0	0	0	0	142	38	0	0	180	303
16:15	8	0	79	0	87	0	38	3	0	41	0	0	0	0	0	113	46	0	0	159	287
16:30	7	0	97	0	104	0	44	2	0	46	0	0	0	0	0	114	43	0	0	157	307
16:45	2	0	101	0	103	0	40	2	0	42	0	0	0	0	0	101	54	0	0	155	300
Total	25	0	363	0	388	0	148	10	0	158	0	0	0	0	0	470	181	0	0	651	1197
17:00	5	0	97	0	102	0	47	3	0	50	0	0	0	0	0	128	52	0	0	180	332
17:15	9	0	108	0	117	0	54	6	0	60	0	0	0	0	0	110	40	0	0	150	327
17:30	4	0	69	0	73	0	46	4	0	50	0	0	0	0	0	118	45	0	0	163	286
17:45	7	0	69	0	76	0	39	2	0	41	0	0	0	0	0	84	33	0	0	117	234
Total	25	0	343	0	368	0	186	15	0	201	0	0	0	0	0	440	170	0	0	610	1179
Grand Total	239	0	1325	0	1564	0	490	43	0	533	0	0	0	0	0	1456	735	0	0	2191	4288
Apprch %	15.3	0	84.7	0		0	91.9	8.1	0		0	0	0	0		66.5	33.5	0	0		
Total %	5.6	0	30.9	0	36.5	0	11.4	1	0	12.4	0	0	0	0	0	34	17.1	0	0	51.1	

	JIBBOOM ST. Southbound					I ST. Westbound					JIBBOOM ST. Northbound					I ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	24	0	79	0	103	0	**26**	**4**	0	**30**	0	0	0	0	0	66	39	0	0	105	238
08:15	35	0	**82**	0	**117**	0	19	3	0	22	0	0	0	0	0	81	49	0	0	130	269
08:30	44	0	60	0	104	0	15	2	0	17	0	0	0	0	0	68	63	0	0	131	252
08:45	**45**	0	56	0	101	0	15	3	0	18	0	0	0	0	0	**98**	**90**	0	0	**188**	**307**
Total Volume	148	0	277	0	425	0	75	12	0	87	0	0	0	0	0	313	241	0	0	554	1066
% App. Total	34.8	0	65.2	0		0	86.2	13.8	0		0	0	0	0		56.5	43.5	0	0		
PHF	.822	.000	.845	.000	.908	.000	.721	.750	.000	.725	.000	.000	.000	.000	.000	.798	.669	.000	.000	.737	.868

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-033 F-JIBBOOM-I
Site Code : 00000000
Start Date : 02/04/2009
Page No : 2



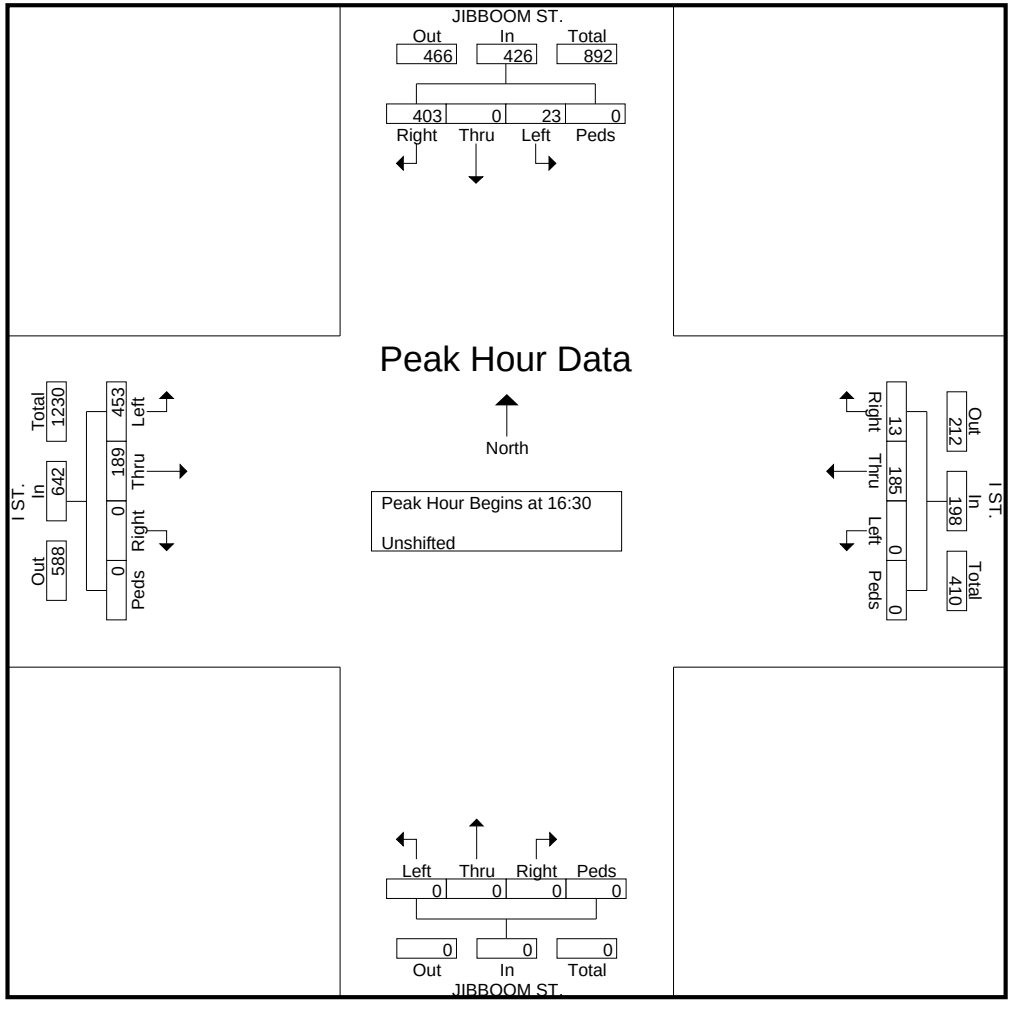
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	7	0	97	0	104	0	44	2	0	46	0	0	0	0	0	114	43	0	0	157	307
16:45	2	0	101	0	103	0	40	2	0	42	0	0	0	0	0	101	**54**	0	0	155	300
17:00	5	0	97	0	102	0	47	3	0	50	0	0	0	0	0	**128**	52	0	0	**180**	**332**
17:15	**9**	0	**108**	0	**117**	0	**54**	**6**	0	**60**	0	0	0	0	0	110	40	0	0	150	327
Total Volume	23	0	403	0	426	0	185	13	0	198	0	0	0	0	0	453	189	0	0	642	1266
% App. Total	5.4	0	94.6	0		0	93.4	6.6	0		0	0	0	0		70.6	29.4	0	0		
PHF	.639	.000	.933	.000	.910	.000	.856	.542	.000	.825	.000	.000	.000	.000	.000	.885	.875	.000	.000	.892	.953

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-033 F-JIBBOOM-I
Site Code : 00000000
Start Date : 02/04/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-032 F-16TH - H
Site Code : 00000000
Start Date : 02/04/2009
Page No : 1

Groups Printed- Unshifted

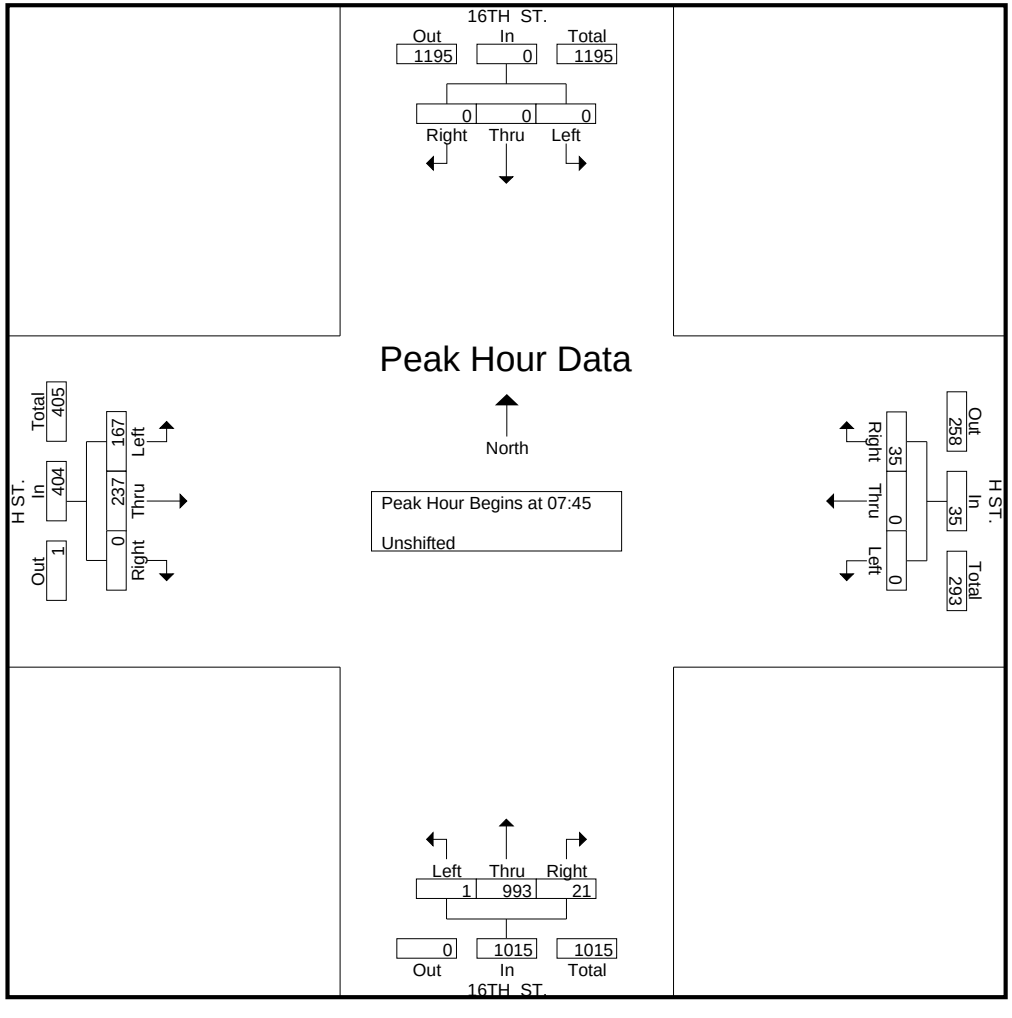
	16TH ST. Southbound				H ST. Westbound				16TH ST. Northbound				H ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	0	0	0	0	5	5	0	157	3	160	30	42	0	72	237
07:15	0	0	0	0	0	0	2	2	0	174	4	178	27	40	0	67	247
07:30	0	0	0	0	0	0	8	8	1	221	4	226	33	49	0	82	316
07:45	0	0	0	0	0	0	9	9	0	235	4	239	44	54	0	98	346
Total	0	0	0	0	0	0	24	24	1	787	15	803	134	185	0	319	1146
08:00	0	0	0	0	0	0	11	11	0	249	5	254	39	63	0	102	367
08:15	0	0	0	0	0	0	9	9	0	241	4	245	47	61	0	108	362
08:30	0	0	0	0	0	0	6	6	1	268	8	277	37	59	0	96	379
08:45	0	0	0	0	0	0	11	11	0	225	14	239	31	59	0	90	340
Total	0	0	0	0	0	0	37	37	1	983	31	1015	154	242	0	396	1448
16:00	0	0	0	0	0	0	18	18	0	488	17	505	142	85	0	227	750
16:15	0	0	0	0	0	0	16	16	0	460	10	470	157	67	0	224	710
16:30	0	0	0	0	0	0	10	10	0	531	8	539	159	79	0	238	787
16:45	0	0	0	0	0	0	13	13	0	482	9	491	156	93	0	249	753
Total	0	0	0	0	0	0	57	57	0	1961	44	2005	614	324	0	938	3000
17:00	0	0	0	0	0	0	22	22	0	553	12	565	188	92	0	280	867
17:15	0	0	0	0	0	0	15	15	0	483	9	492	198	114	0	312	819
17:30	0	0	0	0	0	0	29	29	0	450	14	464	135	94	0	229	722
17:45	0	0	0	0	0	0	16	16	0	368	11	379	99	85	0	184	579
Total	0	0	0	0	0	0	82	82	0	1854	46	1900	620	385	0	1005	2987
Grand Total	0	0	0	0	0	0	200	200	2	5585	136	5723	1522	1136	0	2658	8581
Apprch %	0	0	0		0	0	100		0	97.6	2.4		57.3	42.7	0		
Total %	0	0	0	0	0	0	2.3	2.3	0	65.1	1.6	66.7	17.7	13.2	0	31	

	16TH ST. Southbound				H ST. Westbound				16TH ST. Northbound				H ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	0	0	9	9	0	235	4	239	44	54	0	98	346
08:00	0	0	0	0	0	0	**11**	**11**	0	249	5	254	39	**63**	0	102	367
08:15	0	0	0	0	0	0	9	9	0	241	4	245	**47**	61	0	**108**	362
08:30	0	0	0	0	0	0	6	6	**1**	**268**	**8**	**277**	37	59	0	96	**379**
Total Volume	0	0	0	0	0	0	35	35	1	993	21	1015	167	237	0	404	1454
% App. Total	0	0	0		0	0	100		0.1	97.8	2.1		41.3	58.7	0		
PHF	.000	.000	.000	.000	.000	.000	.795	.795	.250	.926	.656	.916	.888	.940	.000	.935	.959

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-032 F-16TH - H
Site Code : 00000000
Start Date : 02/04/2009
Page No : 2



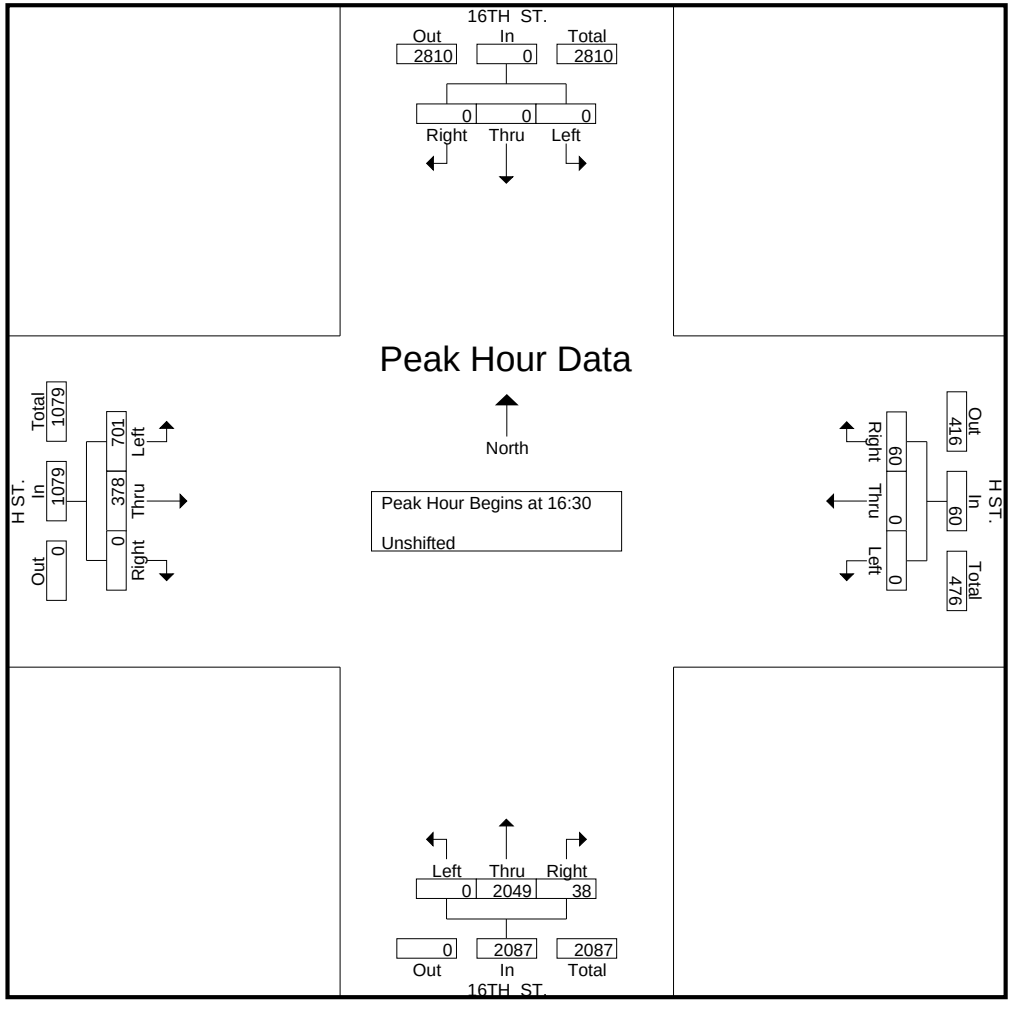
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	0	0	0	0	0	0	10	10	0	531	8	539	159	79	0	238	787
16:45	0	0	0	0	0	0	13	13	0	482	9	491	156	93	0	249	753
17:00	0	0	0	0	0	0	**22**	**22**	0	**553**	**12**	**565**	188	92	0	280	**867**
17:15	0	0	0	0	0	0	15	15	0	483	9	492	**198**	**114**	0	**312**	819
Total Volume	0	0	0	0	0	0	60	60	0	2049	38	2087	701	378	0	1079	3226
% App. Total	0	0	0		0	0	100		0	98.2	1.8		65	35	0		
PHF	.000	.000	.000	.000	.000	.000	.682	.682	.000	.926	.792	.923	.885	.829	.000	.865	.930

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-032 F-16TH - H
Site Code : 00000000
Start Date : 02/04/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-031 F-7 TH - H
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

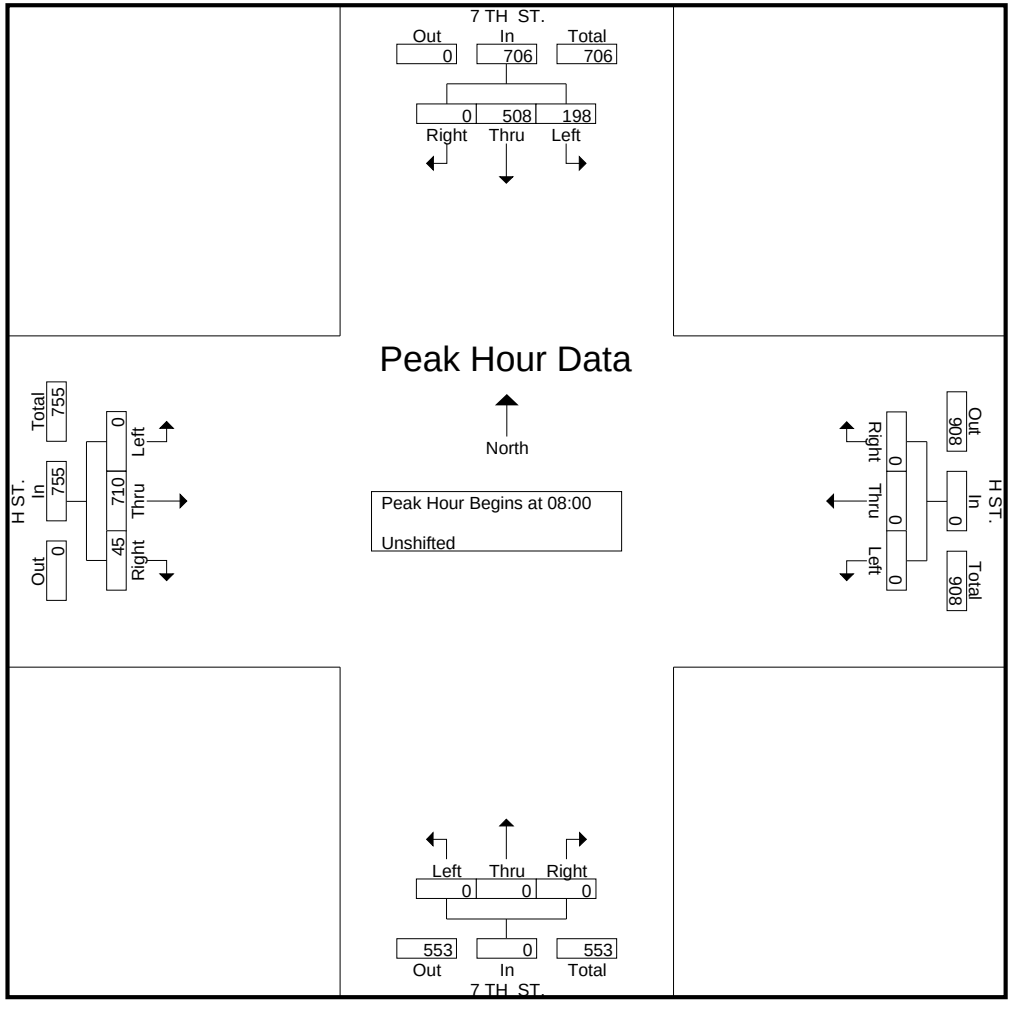
	7 TH ST. Southbound				H ST. Westbound				7 TH ST. Northbound				H ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	19	76	0	95	0	0	0	0	0	0	0	0	0	70	4	74	169
07:15	29	79	0	108	0	0	0	0	0	0	0	0	0	88	6	94	202
07:30	30	110	0	140	0	0	0	0	0	0	0	0	0	122	5	127	267
07:45	37	142	0	179	0	0	0	0	0	0	0	0	0	146	8	154	333
Total	115	407	0	522	0	0	0	0	0	0	0	0	0	426	23	449	971
08:00	32	130	0	162	0	0	0	0	0	0	0	0	0	179	8	187	349
08:15	40	113	0	153	0	0	0	0	0	0	0	0	0	170	8	178	331
08:30	49	112	0	161	0	0	0	0	0	0	0	0	0	186	16	202	363
08:45	77	153	0	230	0	0	0	0	0	0	0	0	0	175	13	188	418
Total	198	508	0	706	0	0	0	0	0	0	0	0	0	710	45	755	1461
16:00	40	125	0	165	0	0	0	0	0	0	0	0	0	80	11	91	256
16:15	18	105	0	123	0	0	0	0	0	0	0	0	0	85	8	93	216
16:30	29	138	0	167	0	0	0	0	0	0	0	0	0	92	12	104	271
16:45	31	124	0	155	0	0	0	0	0	0	0	0	0	104	19	123	278
Total	118	492	0	610	0	0	0	0	0	0	0	0	0	361	50	411	1021
17:00	33	160	0	193	0	0	0	0	0	0	0	0	0	149	17	166	359
17:15	28	120	0	148	0	0	0	0	0	0	0	0	0	113	14	127	275
17:30	16	100	0	116	0	0	0	0	0	0	0	0	0	100	19	119	235
17:45	14	70	0	84	0	0	0	0	0	0	0	0	0	88	24	112	196
Total	91	450	0	541	0	0	0	0	0	0	0	0	0	450	74	524	1065
Grand Total	522	1857	0	2379	0	0	0	0	0	0	0	0	0	1947	192	2139	4518
Apprch %	21.9	78.1	0		0	0	0		0	0	0		0	91	9		
Total %	11.6	41.1	0	52.7	0	0	0	0	0	0	0	0	0	43.1	4.2	47.3	

	7 TH ST. Southbound				H ST. Westbound				7 TH ST. Northbound				H ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	32	130	0	162	0	0	0	0	0	0	0	0	0	179	8	187	349
08:15	40	113	0	153	0	0	0	0	0	0	0	0	0	170	8	178	331
08:30	49	112	0	161	0	0	0	0	0	0	0	0	0	**186**	**16**	**202**	363
08:45	**77**	**153**	0	**230**	0	0	0	0	0	0	0	0	0	175	13	188	**418**
Total Volume	198	508	0	706	0	0	0	0	0	0	0	0	0	710	45	755	1461
% App. Total	28	72	0		0	0	0		0	0	0		0	94	6		
PHF	.643	.830	.000	.767	.000	.000	.000	.000	.000	.000	.000	.000	.000	.954	.703	.934	.874

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-031 F-7 TH - H
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



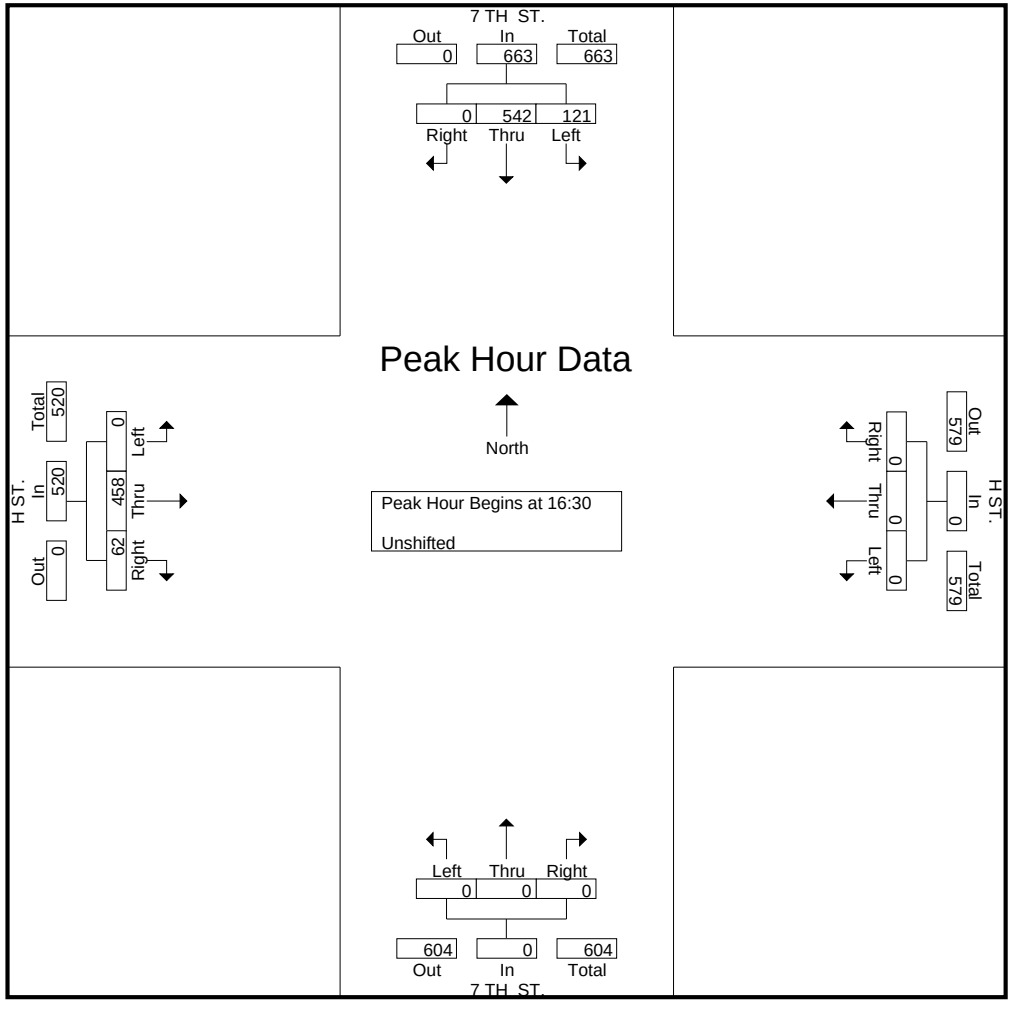
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	29	138	0	167	0	0	0	0	0	0	0	0	0	92	12	104	271
16:45	31	124	0	155	0	0	0	0	0	0	0	0	0	104	**19**	123	278
17:00	**33**	**160**	0	**193**	0	0	0	0	0	0	0	0	0	**149**	17	**166**	**359**
17:15	28	120	0	148	0	0	0	0	0	0	0	0	0	113	14	127	275
Total Volume	121	542	0	663	0	0	0	0	0	0	0	0	0	458	62	520	1183
% App. Total	18.3	81.7	0		0	0	0		0	0	0		0	88.1	11.9		
PHF	.917	.847	.000	.859	.000	.000	.000	.000	.000	.000	.000	.000	.000	.768	.816	.783	.824

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-031 F-7 TH - H
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-030 F-6TH-H
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

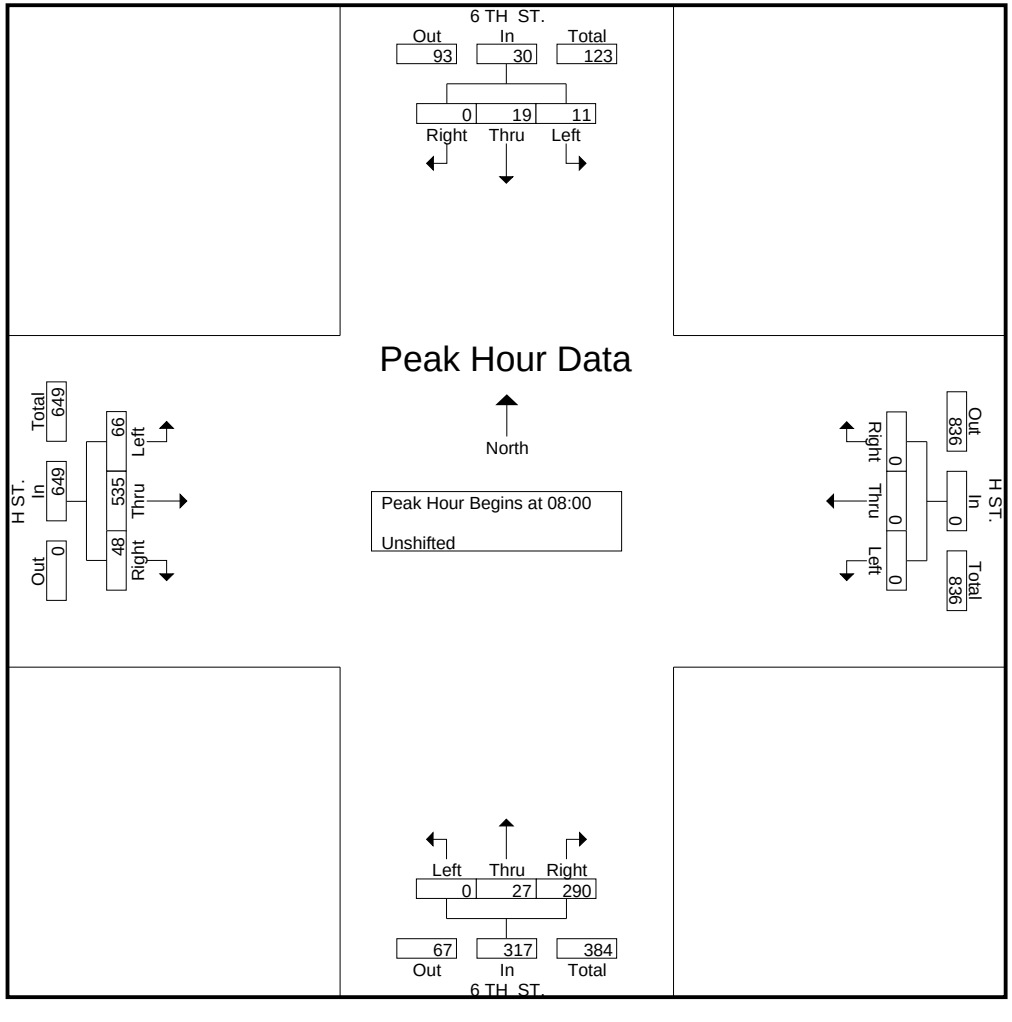
	6 TH ST. Southbound				H ST. Westbound				6 TH ST. Northbound				H ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	1	0	1	0	0	0	0	0	4	14	18	12	64	7	83	102
07:15	1	3	0	4	0	0	0	0	0	8	31	39	11	74	8	93	136
07:30	1	3	0	4	0	0	0	0	0	12	37	49	16	77	6	99	152
07:45	2	8	0	10	0	0	0	0	0	17	48	65	29	107	8	144	219
Total	4	15	0	19	0	0	0	0	0	41	130	171	68	322	29	419	609
08:00	3	5	0	8	0	0	0	0	0	9	61	70	18	142	10	170	248
08:15	3	4	0	7	0	0	0	0	0	2	76	78	22	145	13	180	265
08:30	4	6	0	10	0	0	0	0	0	9	70	79	11	132	15	158	247
08:45	1	4	0	5	0	0	0	0	0	7	83	90	15	116	10	141	236
Total	11	19	0	30	0	0	0	0	0	27	290	317	66	535	48	649	996
16:00	3	50	0	53	0	0	0	0	0	3	30	33	0	54	17	71	157
16:15	2	37	0	39	0	0	0	0	0	3	36	39	2	58	3	63	141
16:30	1	51	0	52	0	0	0	0	0	2	41	43	3	66	7	76	171
16:45	5	47	0	52	0	0	0	0	0	3	40	43	0	78	11	89	184
Total	11	185	0	196	0	0	0	0	0	11	147	158	5	256	38	299	653
17:00	5	109	0	114	0	0	0	0	0	3	44	47	1	94	17	112	273
17:15	3	59	0	62	0	0	0	0	0	4	36	40	3	84	9	96	198
17:30	3	55	0	58	0	0	0	0	0	2	33	35	0	71	4	75	168
17:45	1	35	0	36	0	0	0	0	0	1	34	35	1	63	5	69	140
Total	12	258	0	270	0	0	0	0	0	10	147	157	5	312	35	352	779
Grand Total	38	477	0	515	0	0	0	0	0	89	714	803	144	1425	150	1719	3037
Apprch %	7.4	92.6	0		0	0	0		0	11.1	88.9		8.4	82.9	8.7		
Total %	1.3	15.7	0	17	0	0	0	0	0	2.9	23.5	26.4	4.7	46.9	4.9	56.6	

	6 TH ST. Southbound				H ST. Westbound				6 TH ST. Northbound				H ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	3	5	0	8	0	0	0	0	0	**9**	61	70	18	142	10	170	248
08:15	3	4	0	7	0	0	0	0	0	2	76	78	**22**	**145**	13	**180**	**265**
08:30	**4**	**6**	0	**10**	0	0	0	0	0	9	70	79	11	132	**15**	158	247
08:45	1	4	0	5	0	0	0	0	0	7	**83**	**90**	15	116	10	141	236
Total Volume	11	19	0	30	0	0	0	0	0	27	290	317	66	535	48	649	996
% App. Total	36.7	63.3	0		0	0	0		0	8.5	91.5		10.2	82.4	7.4		
PHF	.688	.792	.000	.750	.000	.000	.000	.000	.000	.750	.873	.881	.750	.922	.800	.901	.940

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-030 F-6TH-H
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



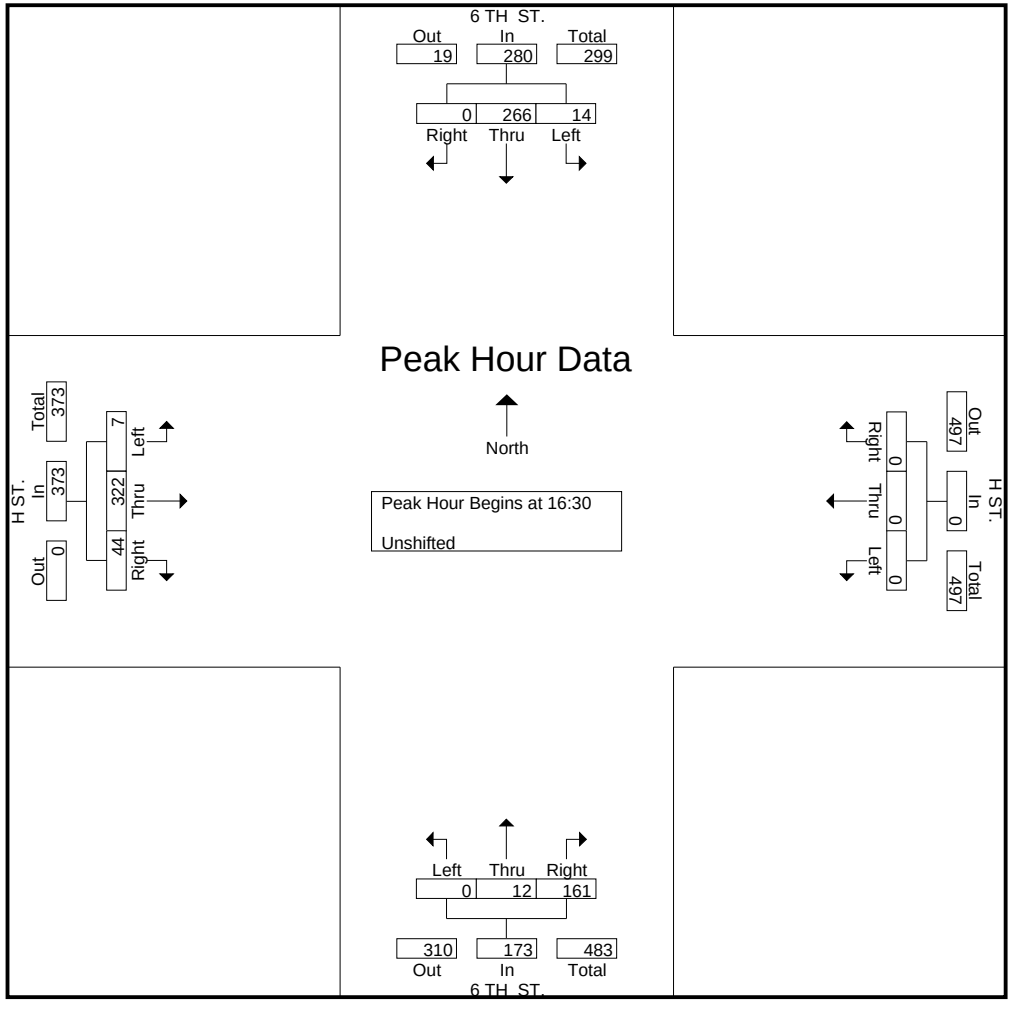
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	1	51	0	52	0	0	0	0	0	2	41	43	**3**	66	7	76	171
16:45	**5**	47	0	52	0	0	0	0	0	3	40	43	0	78	11	89	184
17:00	5	**109**	0	**114**	0	0	0	0	0	3	**44**	**47**	1	**94**	**17**	**112**	**273**
17:15	3	59	0	62	0	0	0	0	0	**4**	36	40	3	84	9	96	198
Total Volume	14	266	0	280	0	0	0	0	0	12	161	173	7	322	44	373	826
% App. Total	5	95	0		0	0	0		0	6.9	93.1		1.9	86.3	11.8		
PHF	.700	.610	.000	.614	.000	.000	.000	.000	.000	.750	.915	.920	.583	.856	.647	.833	.756

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-030 F-6TH-H
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-029 F-5TH-H
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

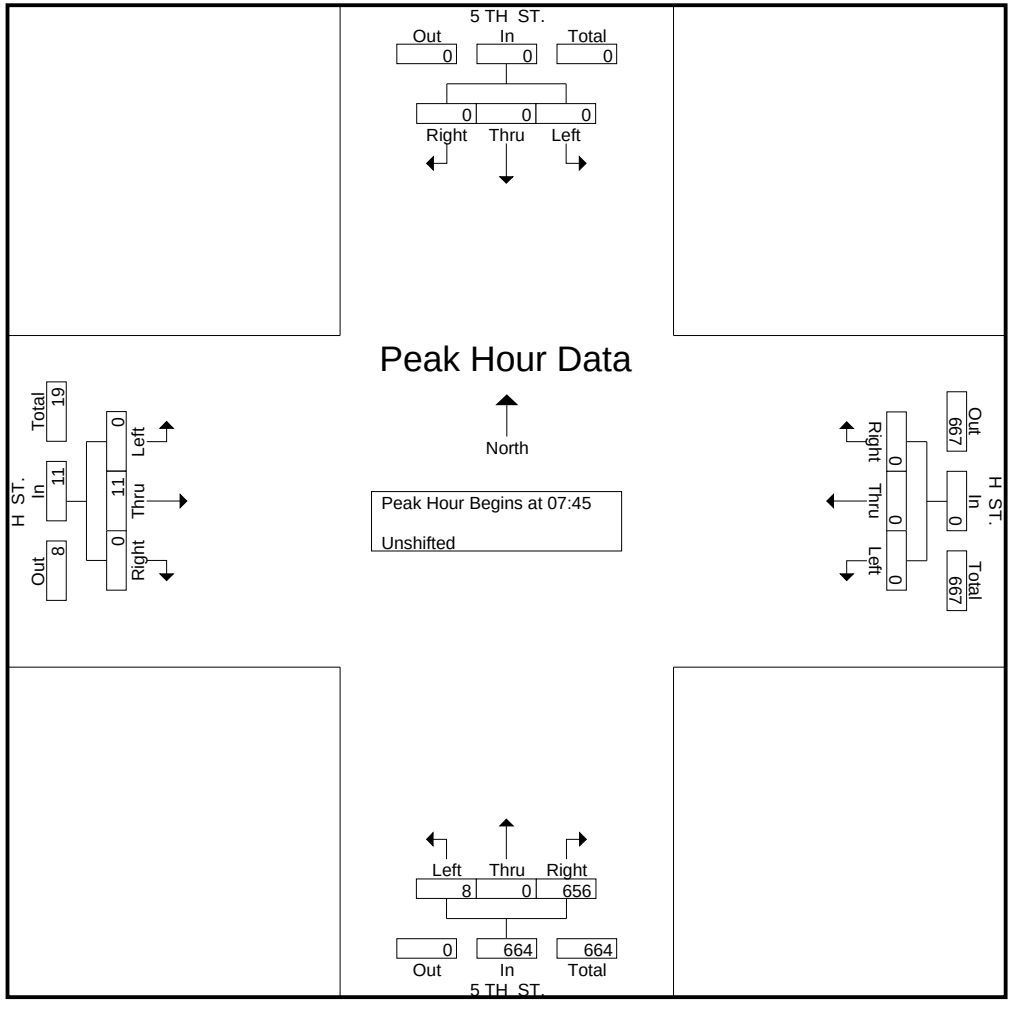
	5 TH ST. Southbound				H ST. Westbound				5 TH ST. Northbound				H ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	3	0	89	92	0	2	0	2	94
07:15	0	0	0	0	0	0	0	0	3	0	74	77	0	2	0	2	79
07:30	0	0	0	0	0	0	0	0	5	0	100	105	0	4	0	4	109
07:45	0	0	0	0	0	0	0	0	2	0	152	154	0	3	0	3	157
Total	0	0	0	0	0	0	0	0	13	0	415	428	0	11	0	11	439
08:00	0	0	0	0	0	0	0	0	3	0	170	173	0	4	0	4	177
08:15	0	0	0	0	0	0	0	0	2	0	166	168	0	1	0	1	169
08:30	0	0	0	0	0	0	0	0	1	0	168	169	0	3	0	3	172
08:45	0	0	0	0	0	0	0	0	3	0	152	155	0	2	0	2	157
Total	0	0	0	0	0	0	0	0	9	0	656	665	0	10	0	10	675
16:00	0	0	0	0	0	0	0	0	2	0	65	67	0	4	0	4	71
16:15	0	0	0	0	0	0	0	0	3	0	60	63	0	2	0	2	65
16:30	0	0	0	0	0	0	0	0	3	0	65	68	0	3	0	3	71
16:45	0	0	0	0	0	0	0	0	1	0	87	88	0	5	0	5	93
Total	0	0	0	0	0	0	0	0	9	0	277	286	0	14	0	14	300
17:00	0	0	0	0	0	0	0	0	2	0	89	91	0	4	0	4	95
17:15	0	0	0	0	0	0	0	0	1	0	86	87	0	6	0	6	93
17:30	0	0	0	0	0	0	0	0	2	0	68	70	0	3	0	3	73
17:45	0	0	0	0	0	0	0	0	2	0	66	68	0	3	0	3	71
Total	0	0	0	0	0	0	0	0	7	0	309	316	0	16	0	16	332
Grand Total	0	0	0	0	0	0	0	0	38	0	1657	1695	0	51	0	51	1746
Apprch %	0	0	0		0	0	0		2.2	0	97.8		0	100	0		
Total %	0	0	0	0	0	0	0	0	2.2	0	94.9	97.1	0	2.9	0	2.9	

	5 TH ST. Southbound				H ST. Westbound				5 TH ST. Northbound				H ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	0	0	0	0	2	0	152	154	0	3	0	3	157
08:00	0	0	0	0	0	0	0	0	**3**	0	**170**	**173**	0	**4**	0	**4**	**177**
08:15	0	0	0	0	0	0	0	0	2	0	166	168	0	1	0	1	169
08:30	0	0	0	0	0	0	0	0	1	0	168	169	0	3	0	3	172
Total Volume	0	0	0	0	0	0	0	0	8	0	656	664	0	11	0	11	675
% App. Total	0	0	0		0	0	0		1.2	0	98.8		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.667	.000	.965	.960	.000	.688	.000	.688	.953

All Traffic Data

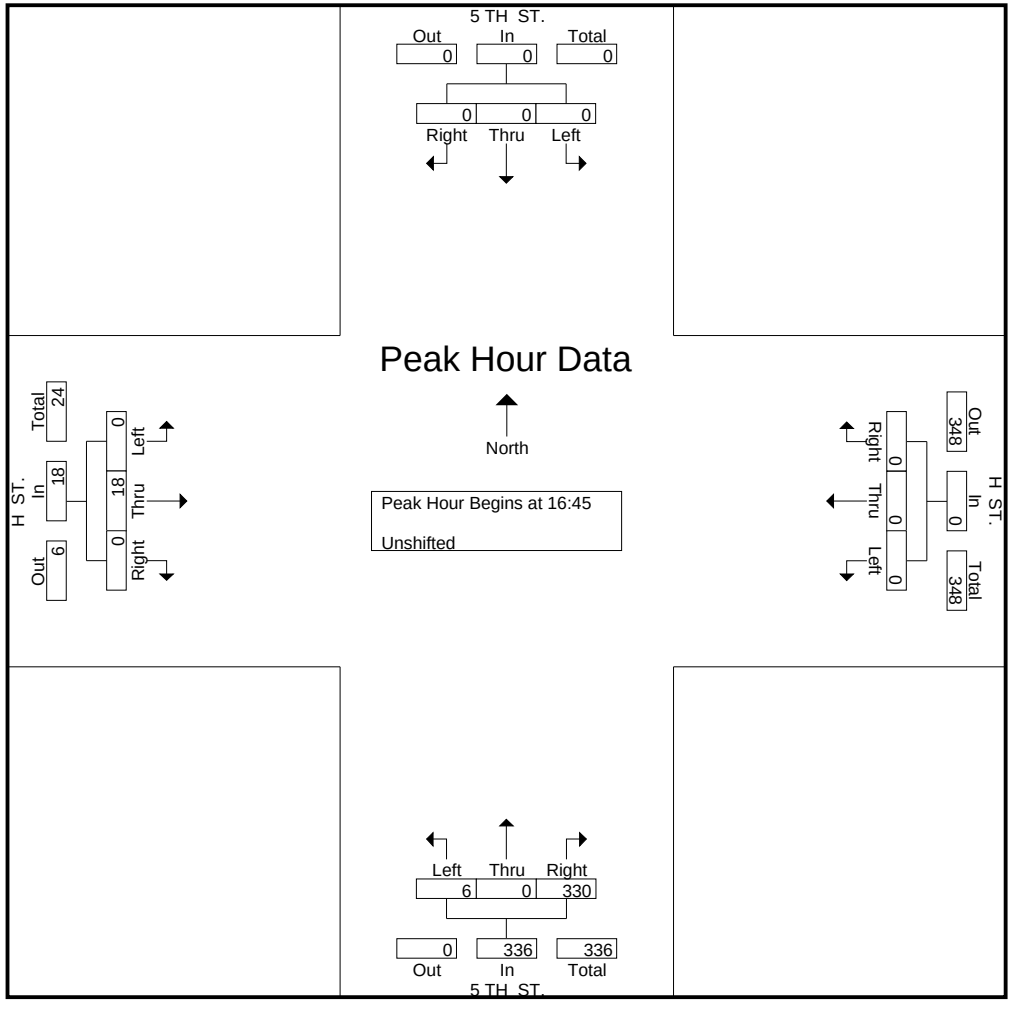
(916) 771-8700
F (916) 786-2879

File Name : 09-7040-029 F-5TH-H
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	0	0	0	1	0	87	88	0	5	0	5	93
17:00	0	0	0	0	0	0	0	0	**2**	0	**89**	**91**	0	4	0	4	**95**
17:15	0	0	0	0	0	0	0	0	1	0	86	87	0	**6**	0	**6**	93
17:30	0	0	0	0	0	0	0	0	2	0	68	70	0	3	0	3	73
Total Volume	0	0	0	0	0	0	0	0	6	0	330	336	0	18	0	18	354
% App. Total	0	0	0		0	0	0		1.8	0	98.2		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.927	.923	.000	.750	.000	.750	.932


5 TH ST.
Out
In
Total
0
0
0
0
0
0
Right
Thru
Left
Peak Hour Data
North
Peak Hour Begins at 16:45
Unshifted
H ST.
Total
24
In
18
Out
6
0
18
0
Left
Thru
Right
H ST.
Out
348
In
0
Total
348
Right
Thru
Left
0
0
0
Left
Thru
Right
6
0
330
0
Out
336
In
336
Total
5 TH ST.

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-028 F-12 TH - G
Site Code : 00000000
Start Date : 02/04/2009
Page No : 1

Groups Printed- Unshifted

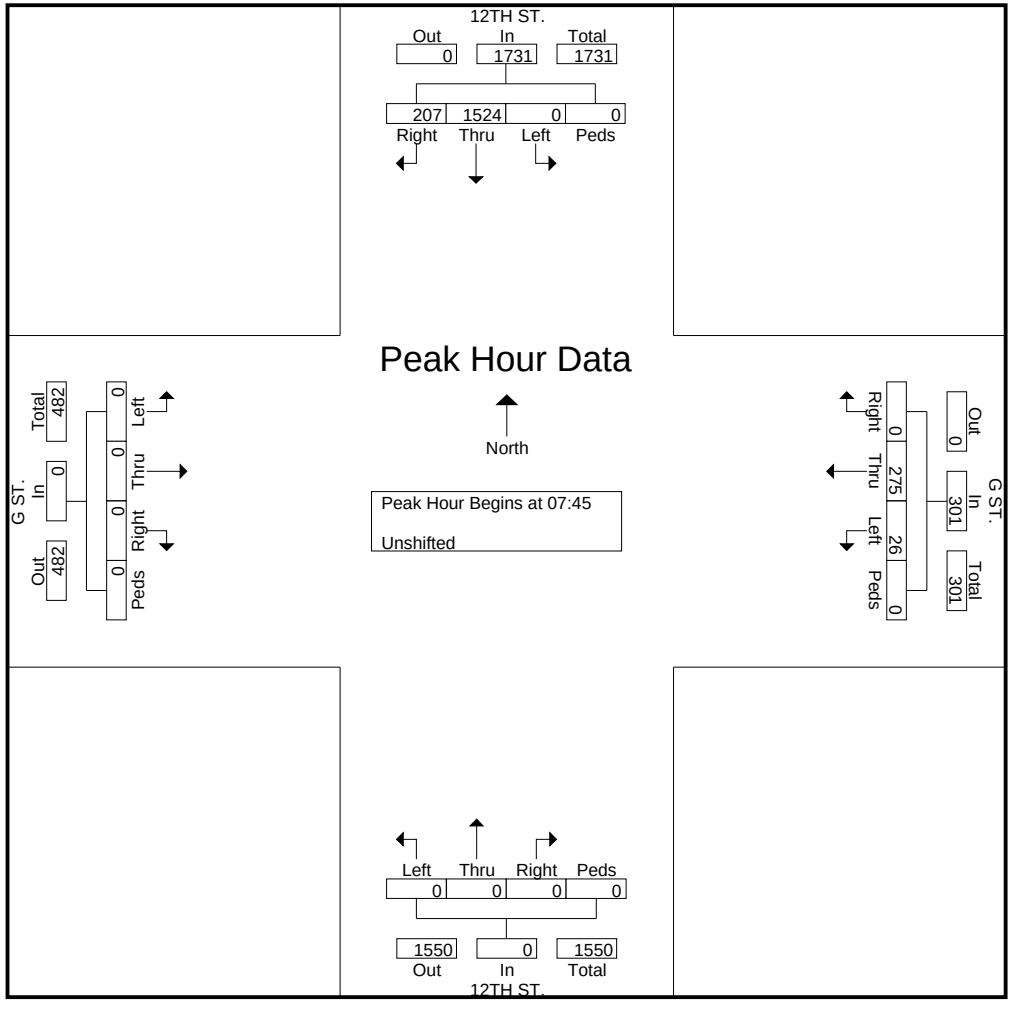
	12TH ST. Southbound					G ST. Westbound					12TH ST. Northbound					G ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	252	35	0	287	2	34	0	0	36	0	0	0	0	0	0	0	0	0	0	323
07:15	0	307	45	0	352	3	49	0	0	52	0	0	0	0	0	0	0	0	0	0	404
07:30	0	310	58	0	368	4	57	0	0	61	0	0	0	0	0	0	0	0	0	0	429
07:45	0	409	49	0	458	4	82	0	0	86	0	0	0	0	0	0	0	0	0	0	544
Total	0	1278	187	0	1465	13	222	0	0	235	0	0	0	0	0	0	0	0	0	0	1700
08:00	0	377	56	0	433	9	80	0	0	89	0	0	0	0	0	0	0	0	0	0	522
08:15	0	392	54	0	446	6	52	0	0	58	0	0	0	0	0	0	0	0	0	0	504
08:30	0	346	48	0	394	7	61	0	0	68	0	0	0	0	0	0	0	0	0	0	462
08:45	0	322	50	0	372	4	44	0	0	48	0	0	0	0	0	0	0	0	0	0	420
Total	0	1437	208	0	1645	26	237	0	0	263	0	0	0	0	0	0	0	0	0	0	1908
16:00	0	225	18	0	243	5	34	0	0	39	0	1	0	0	1	0	0	0	0	0	283
16:15	0	243	32	0	275	8	26	0	0	34	0	0	0	0	0	0	0	0	0	0	309
16:30	0	213	12	0	225	5	37	0	0	42	0	0	0	0	0	0	0	0	0	0	267
16:45	0	234	23	0	257	6	45	0	0	51	0	0	0	0	0	0	0	0	0	0	308
Total	0	915	85	0	1000	24	142	0	0	166	0	1	0	0	1	0	0	0	0	0	1167
17:00	0	230	31	0	261	17	85	0	0	102	0	0	0	0	0	0	0	0	0	0	363
17:15	0	283	24	0	307	6	46	0	0	52	0	0	0	0	0	0	0	0	0	0	359
17:30	0	236	7	0	243	2	36	0	0	38	0	0	0	0	0	0	0	0	0	0	281
17:45	0	240	9	0	249	6	28	0	0	34	0	0	0	0	0	0	0	0	0	0	283
Total	0	989	71	0	1060	31	195	0	0	226	0	0	0	0	0	0	0	0	0	0	1286
Grand Total	0	4619	551	0	5170	94	796	0	0	890	0	1	0	0	1	0	0	0	0	0	6061
Apprch %	0	89.3	10.7	0		10.6	89.4	0	0		0	100	0	0		0	0	0	0		
Total %	0	76.2	9.1	0	85.3	1.6	13.1	0	0	14.7	0	0	0	0	0	0	0	0	0	0	

	12TH ST. Southbound					G ST. Westbound					12TH ST. Northbound					G ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	**409**	49	0	**458**	4	**82**	0	0	86	0	0	0	0	0	0	0	0	0	0	**544**
08:00	0	377	**56**	0	433	**9**	80	0	0	**89**	0	0	0	0	0	0	0	0	0	0	522
08:15	0	392	54	0	446	6	52	0	0	58	0	0	0	0	0	0	0	0	0	0	504
08:30	0	346	48	0	394	7	61	0	0	68	0	0	0	0	0	0	0	0	0	0	462
Total Volume	0	1524	207	0	1731	26	275	0	0	301	0	0	0	0	0	0	0	0	0	0	2032
% App. Total	0	88	12	0		8.6	91.4	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.932	.924	.000	.945	.722	.838	.000	.000	.846	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.934

All Traffic Data

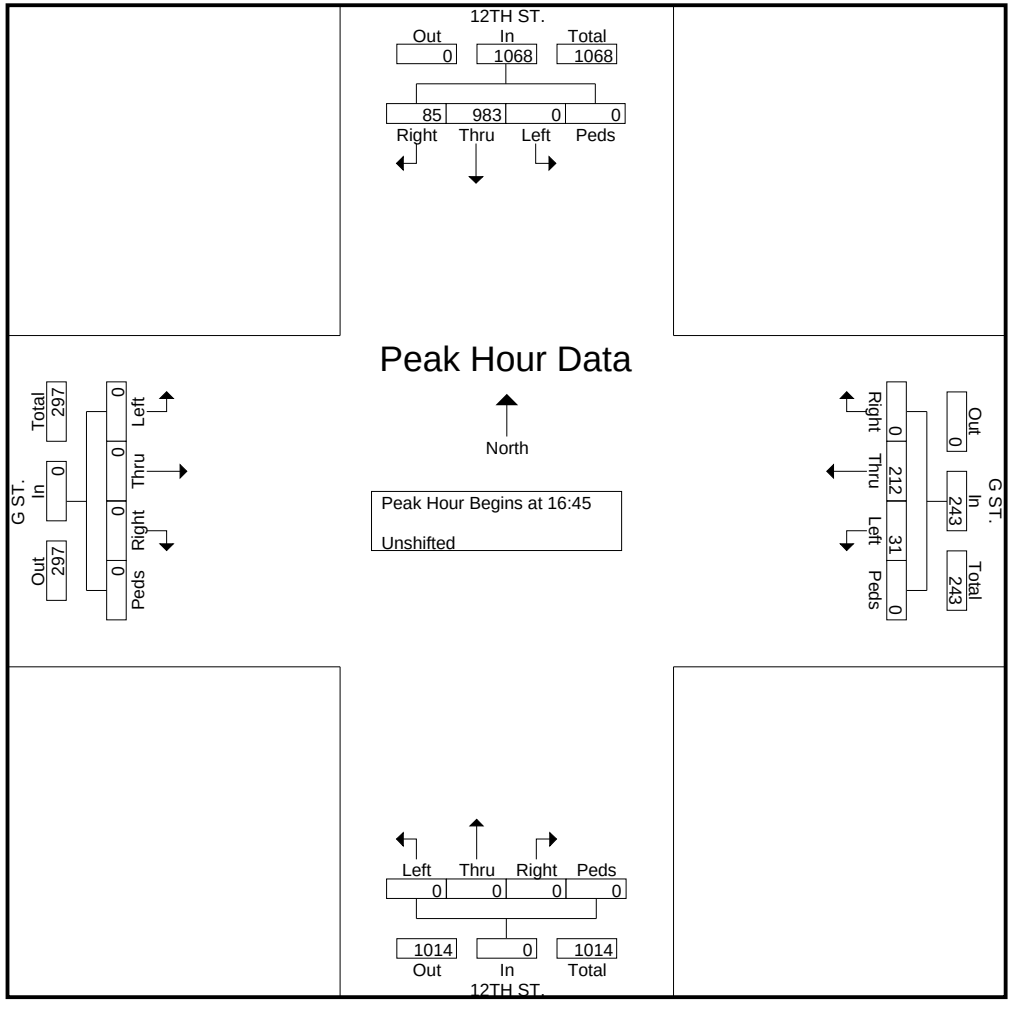
(916) 771-8700
F (916) 786-2879

File Name : 09-7040-028 F-12 TH - G
Site Code : 00000000
Start Date : 02/04/2009
Page No : 2



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	234	23	0	257	6	45	0	0	51	0	0	0	0	0	0	0	0	0	0	0	308
17:00	0	230	**31**	0	261	**17**	**85**	0	0	**102**	0	0	0	0	0	0	0	0	0	0	0	**363**
17:15	0	**283**	24	0	**307**	6	46	0	0	52	0	0	0	0	0	0	0	0	0	0	0	359
17:30	0	236	7	0	243	2	36	0	0	38	0	0	0	0	0	0	0	0	0	0	0	281
Total Volume	0	983	85	0	1068	31	212	0	0	243	0	0	0	0	0	0	0	0	0	0	0	1311
% App. Total	0	92	8	0		12.8	87.2	0	0		0	0	0	0		0	0	0	0	0		
PHF	.000	.868	.685	.000	.870	.456	.624	.000	.000	.596	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.903


12TH ST.
Out
In
Total
0
1068
1068
85
983
0
0
Right
Thru
Left
Peds
Peak Hour Data
North
Peak Hour Begins at 16:45
Unshifted
G ST.
Total
297
In
0
Out
297
Left
Thru
Right
Peds
0
0
0
0
G ST.
Out
0
In
243
Total
243
Right
Thru
Left
Peds
0
212
31
0
Left
Thru
Right
Peds
0
0
0
0
1014
Out
0
In
1014
Total
12TH ST.

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-027 F-7TH - G
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

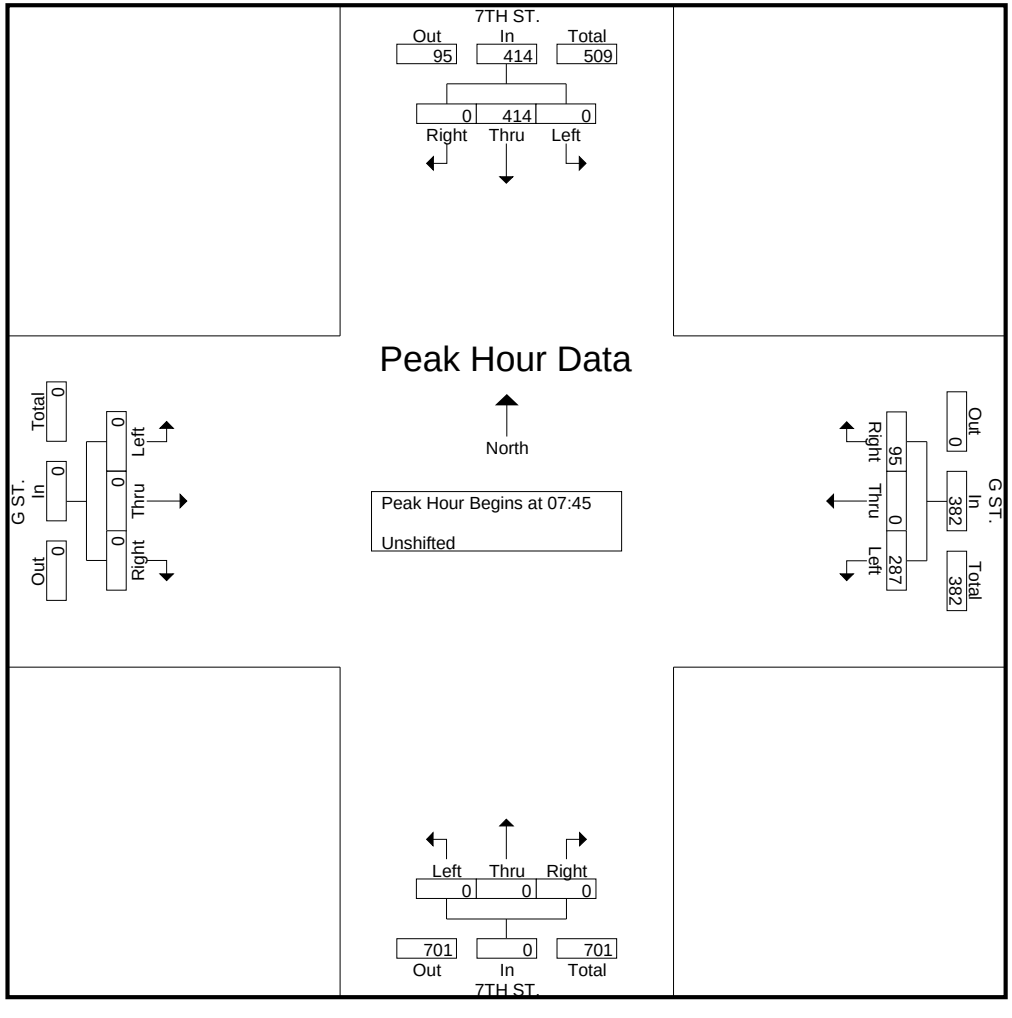
	7TH ST. Southbound				G ST. Westbound				7TH ST. Northbound				G ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	67	0	67	29	0	21	50	0	0	0	0	0	0	0	0	117
07:15	0	78	0	78	41	0	15	56	0	0	0	0	0	0	0	0	134
07:30	0	92	0	92	70	0	34	104	0	0	0	0	0	0	0	0	196
07:45	0	83	0	83	65	0	28	93	0	0	0	0	0	0	0	0	176
Total	0	320	0	320	205	0	98	303	0	0	0	0	0	0	0	0	623
08:00	0	124	0	124	69	0	24	93	0	0	0	0	0	0	0	0	217
08:15	0	108	0	108	73	0	21	94	0	0	0	0	0	0	0	0	202
08:30	0	99	0	99	80	0	22	102	0	0	0	0	0	0	0	0	201
08:45	0	94	0	94	54	0	28	82	0	0	0	0	0	0	0	0	176
Total	0	425	0	425	276	0	95	371	0	0	0	0	0	0	0	0	796
16:00	0	76	0	76	52	0	27	79	0	0	0	0	0	0	0	0	155
16:15	0	82	0	82	67	0	32	99	0	0	0	0	0	0	0	0	181
16:30	0	78	0	78	76	0	60	136	0	0	0	0	0	0	0	0	214
16:45	0	87	0	87	93	0	68	161	0	0	0	0	0	0	0	0	248
Total	0	323	0	323	288	0	187	475	0	0	0	0	0	0	0	0	798
17:00	0	81	0	81	78	0	102	180	0	0	0	0	0	0	0	0	261
17:15	0	88	0	88	73	0	81	154	0	0	0	0	0	0	0	0	242
17:30	0	64	0	64	69	0	52	121	0	0	0	0	0	0	0	0	185
17:45	0	53	0	53	35	0	38	73	0	0	0	0	0	0	0	0	126
Total	0	286	0	286	255	0	273	528	0	0	0	0	0	0	0	0	814
Grand Total	0	1354	0	1354	1024	0	653	1677	0	0	0	0	0	0	0	0	3031
Apprch %	0	100	0		61.1	0	38.9		0	0	0		0	0	0		
Total %	0	44.7	0	44.7	33.8	0	21.5	55.3	0	0	0	0	0	0	0	0	

	7TH ST. Southbound				G ST. Westbound				7TH ST. Northbound				G ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	83	0	83	65	0	**28**	93	0	0	0	0	0	0	0	0	176
08:00	0	**124**	0	**124**	69	0	24	93	0	0	0	0	0	0	0	0	**217**
08:15	0	108	0	108	73	0	21	94	0	0	0	0	0	0	0	0	202
08:30	0	99	0	99	**80**	0	22	**102**	0	0	0	0	0	0	0	0	201
Total Volume	0	414	0	414	287	0	95	382	0	0	0	0	0	0	0	0	796
% App. Total	0	100	0		75.1	0	24.9		0	0	0		0	0	0		
PHF	.000	.835	.000	.835	.897	.000	.848	.936	.000	.000	.000	.000	.000	.000	.000	.000	.917

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-027 F-7TH - G
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



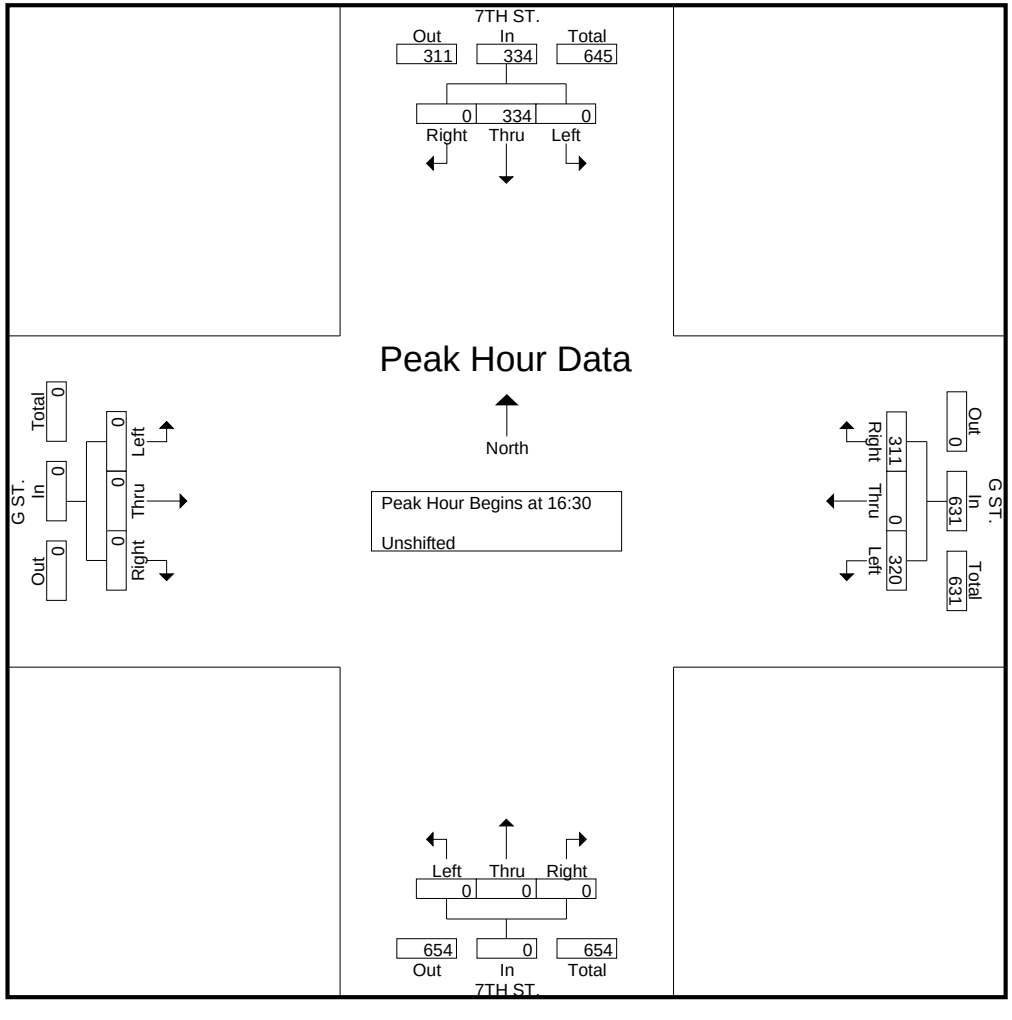
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	0	78	0	78	76	0	60	136	0	0	0	0	0	0	0	0	214
16:45	0	87	0	87	**93**	0	68	161	0	0	0	0	0	0	0	0	248
17:00	0	81	0	81	78	0	**102**	**180**	0	0	0	0	0	0	0	0	**261**
17:15	0	**88**	0	**88**	73	0	81	154	0	0	0	0	0	0	0	0	242
Total Volume	0	334	0	334	320	0	311	631	0	0	0	0	0	0	0	0	965
% App. Total	0	100	0		50.7	0	49.3		0	0	0		0	0	0		
PHF	.000	.949	.000	.949	.860	.000	.762	.876	.000	.000	.000	.000	.000	.000	.000	.000	.924

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-027 F-7TH - G
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-026 F-7TH - F
Site Code : 00000000
Start Date : 02/03/2009
Page No : 1

Groups Printed- Unshifted

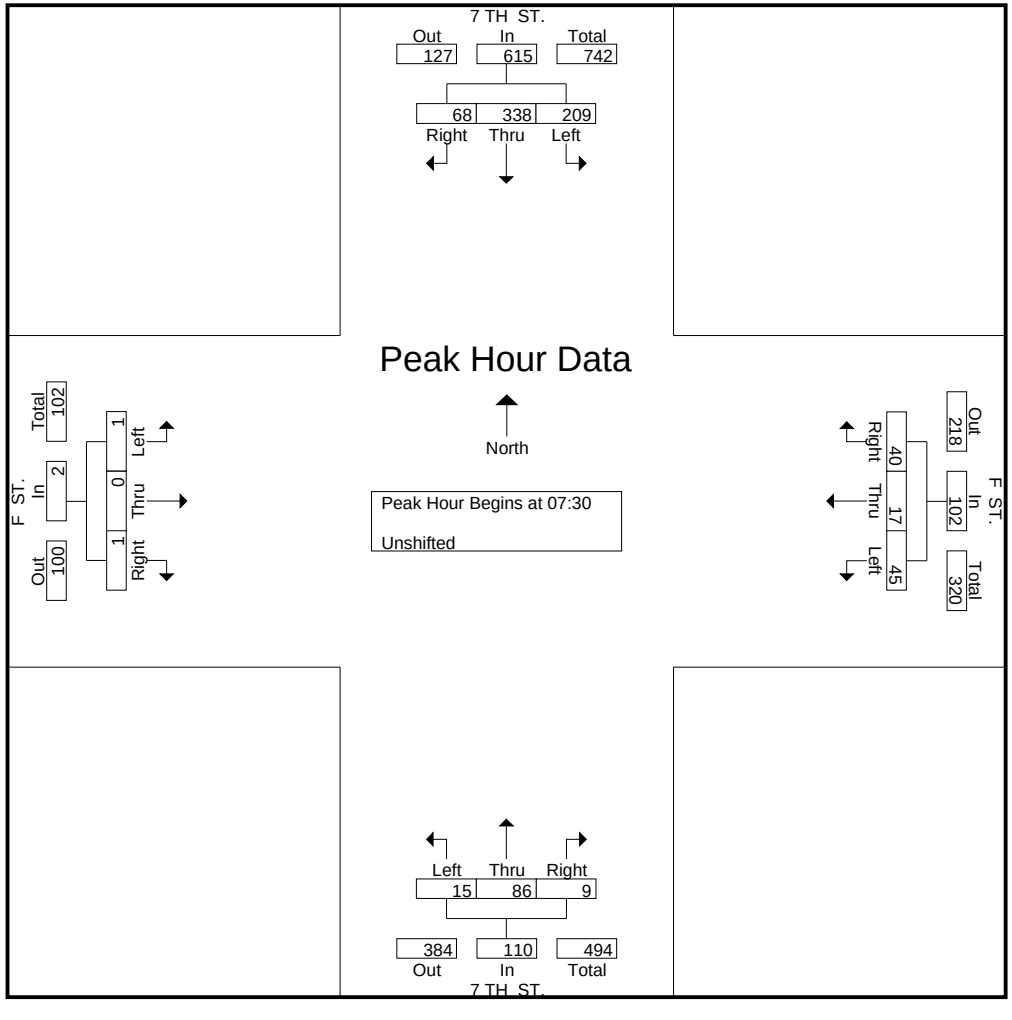
	7 TH ST. Southbound				F ST. Westbound				7 TH ST. Northbound				F ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	33	55	8	96	9	1	9	19	2	18	0	20	0	0	0	0	135
07:15	28	69	11	108	8	2	0	10	0	15	1	16	0	0	1	1	135
07:30	52	93	19	164	9	5	14	28	3	24	4	31	0	0	0	0	223
07:45	57	63	26	146	11	5	6	22	5	27	2	34	0	0	0	0	202
Total	170	280	64	514	37	13	29	79	10	84	7	101	0	0	1	1	695
08:00	60	95	13	168	11	6	12	29	4	21	1	26	0	0	0	0	223
08:15	40	87	10	137	14	1	8	23	3	14	2	19	1	0	1	2	181
08:30	39	78	5	122	18	5	11	34	2	14	6	22	0	0	4	4	182
08:45	28	95	2	125	20	2	18	40	3	10	15	28	2	0	7	9	202
Total	167	355	30	552	63	14	49	126	12	59	24	95	3	0	12	15	788
16:00	10	57	0	67	15	2	13	30	0	39	12	51	8	4	7	19	167
16:15	7	52	0	59	20	2	32	54	0	38	5	43	3	1	7	11	167
16:30	6	56	1	63	15	0	29	44	0	77	4	81	13	7	10	30	218
16:45	13	51	0	64	21	0	28	49	0	78	8	86	10	7	8	25	224
Total	36	216	1	253	71	4	102	177	0	232	29	261	34	19	32	85	776
17:00	11	58	0	69	16	0	51	67	0	116	6	122	19	7	11	37	295
17:15	16	47	0	63	11	1	45	57	0	97	6	103	13	3	6	22	245
17:30	7	57	0	64	11	0	31	42	0	61	1	62	7	6	5	18	186
17:45	6	48	0	54	10	0	19	29	1	49	1	51	5	1	1	7	141
Total	40	210	0	250	48	1	146	195	1	323	14	338	44	17	23	84	867
Grand Total	413	1061	95	1569	219	32	326	577	23	698	74	795	81	36	68	185	3126
Apprch %	26.3	67.6	6.1		38	5.5	56.5		2.9	87.8	9.3		43.8	19.5	36.8		
Total %	13.2	33.9	3	50.2	7	1	10.4	18.5	0.7	22.3	2.4	25.4	2.6	1.2	2.2	5.9	

	7 TH ST. Southbound				F ST. Westbound				7 TH ST. Northbound				F ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	52	93	19	164	9	5	**14**	28	3	24	**4**	31	0	0	0	0	**223**
07:45	57	63	**26**	146	11	5	6	22	**5**	**27**	2	**34**	0	0	0	0	202
08:00	**60**	**95**	13	**168**	11	**6**	12	**29**	4	21	1	26	0	0	0	0	223
08:15	40	87	10	137	**14**	1	8	23	3	14	2	19	**1**	0	**1**	**2**	181
Total Volume	209	338	68	615	45	17	40	102	15	86	9	110	1	0	1	2	829
% App. Total	34	55	11.1		44.1	16.7	39.2		13.6	78.2	8.2		50	0	50		
PHF	.871	.889	.654	.915	.804	.708	.714	.879	.750	.796	.563	.809	.250	.000	.250	.250	.929

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-026 F-7TH - F
Site Code : 00000000
Start Date : 02/03/2009
Page No : 2



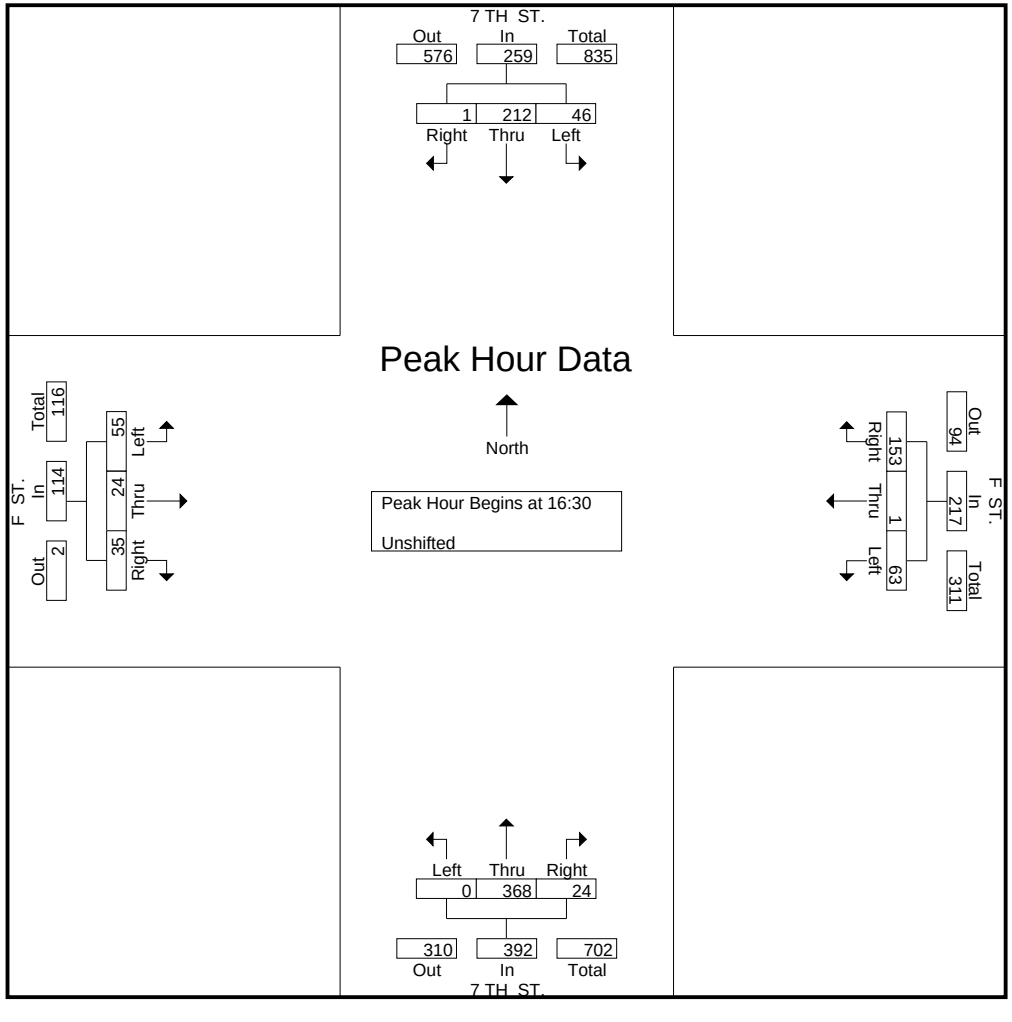
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	6	56	**1**	63	15	0	29	44	0	77	4	81	13	**7**	10	30	218
16:45	13	51	0	64	**21**	0	28	49	0	78	**8**	86	10	7	8	25	224
17:00	11	**58**	0	**69**	16	0	**51**	**67**	0	**116**	6	**122**	**19**	7	**11**	**37**	**295**
17:15	**16**	47	0	63	11	**1**	45	57	0	97	6	103	13	3	6	22	245
Total Volume	46	212	1	259	63	1	153	217	0	368	24	392	55	24	35	114	982
% App. Total	17.8	81.9	0.4		29	0.5	70.5		0	93.9	6.1		48.2	21.1	30.7		
PHF	.719	.914	.250	.938	.750	.250	.750	.810	.000	.793	.750	.803	.724	.857	.795	.770	.832

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-026 F-7TH - F
Site Code : 00000000
Start Date : 02/03/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-025 F-16TH-N C
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

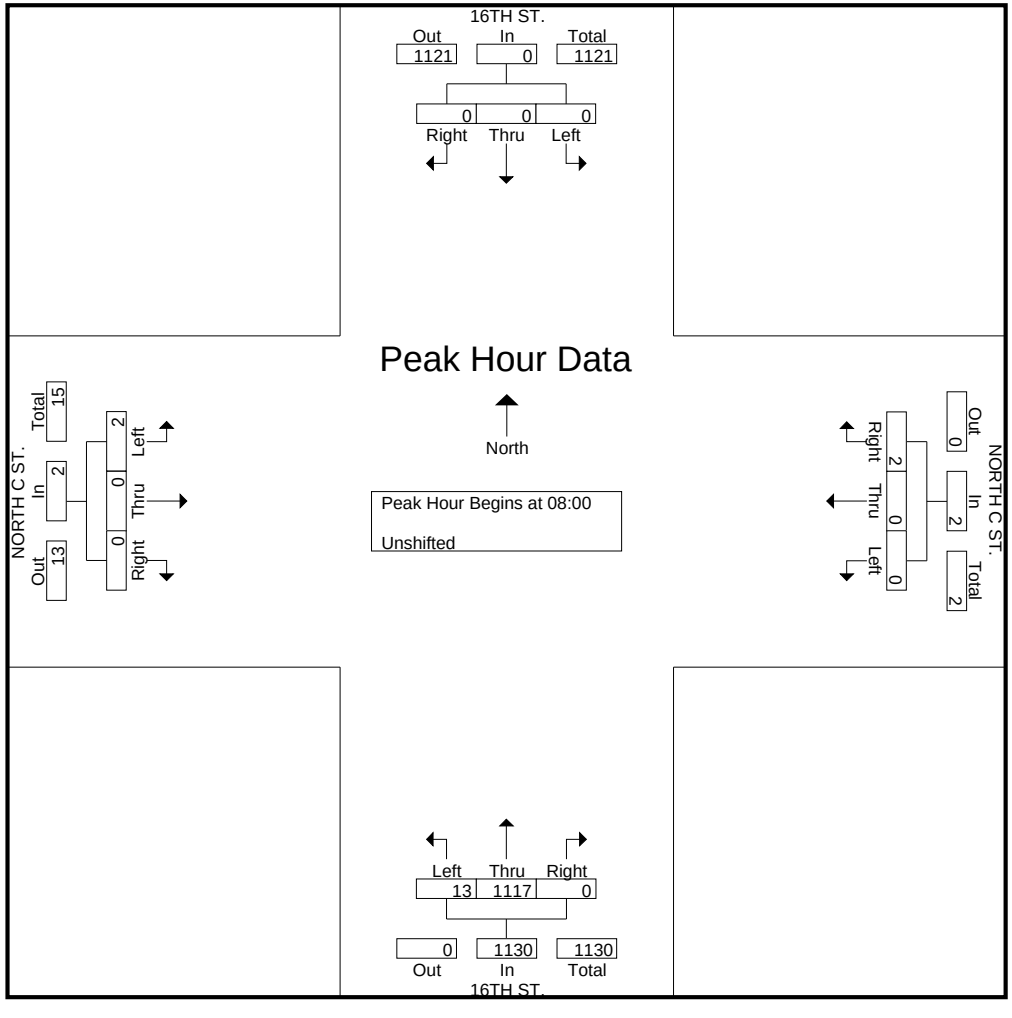
	16TH ST. Southbound				NORTH C ST. Westbound				16TH ST. Northbound				NORTH C ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	0	2	206	0	208	0	0	0	0	208
07:15	0	0	0	0	0	0	0	0	1	195	0	196	2	0	0	2	198
07:30	0	0	0	0	0	0	1	1	3	249	0	252	0	0	0	0	253
07:45	0	0	0	0	0	0	0	0	9	243	0	252	0	0	0	0	252
Total	0	0	0	0	0	0	1	1	15	893	0	908	2	0	0	2	911
08:00	0	0	0	0	0	0	0	0	3	298	0	301	1	0	0	1	302
08:15	0	0	0	0	0	0	1	1	6	273	0	279	1	0	0	1	281
08:30	0	0	0	0	0	0	0	0	2	276	0	278	0	0	0	0	278
08:45	0	0	0	0	0	0	1	1	2	270	0	272	0	0	0	0	273
Total	0	0	0	0	0	0	2	2	13	1117	0	1130	2	0	0	2	1134
16:00	0	0	0	0	0	0	0	0	2	801	0	803	0	0	0	0	803
16:15	0	0	0	0	0	0	2	2	1	831	0	832	0	0	0	0	834
16:30	0	0	0	0	0	0	0	0	7	885	0	892	1	0	0	1	893
16:45	0	0	0	0	0	0	1	1	6	898	0	904	1	0	0	1	906
Total	0	0	0	0	0	0	3	3	16	3415	0	3431	2	0	0	2	3436
17:00	0	0	0	0	0	0	2	2	8	969	0	977	2	0	0	2	981
17:15	0	0	0	0	0	0	0	0	13	999	0	1012	0	0	0	0	1012
17:30	0	0	0	0	0	0	0	0	7	933	0	940	0	0	0	0	940
17:45	0	0	0	0	0	0	1	1	6	783	0	789	0	0	0	0	790
Total	0	0	0	0	0	0	3	3	34	3684	0	3718	2	0	0	2	3723
Grand Total	0	0	0	0	0	0	9	9	78	9109	0	9187	8	0	0	8	9204
Apprch %	0	0	0		0	0	100		0.8	99.2	0		100	0	0		
Total %	0	0	0	0	0	0	0.1	0.1	0.8	99	0	99.8	0.1	0	0	0.1	

	16TH ST. Southbound				NORTH C ST. Westbound				16TH ST. Northbound				NORTH C ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	0	0	0	0	3	**298**	0	**301**	**1**	0	0	**1**	**302**
08:15	0	0	0	0	0	0	**1**	**1**	**6**	273	0	279	1	0	0	1	281
08:30	0	0	0	0	0	0	0	0	2	276	0	278	0	0	0	0	278
08:45	0	0	0	0	0	0	1	1	2	270	0	272	0	0	0	0	273
Total Volume	0	0	0	0	0	0	2	2	13	1117	0	1130	2	0	0	2	1134
% App. Total	0	0	0		0	0	100		1.2	98.8	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.542	.937	.000	.939	.500	.000	.000	.500	.939

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-025 F-16TH-N C
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



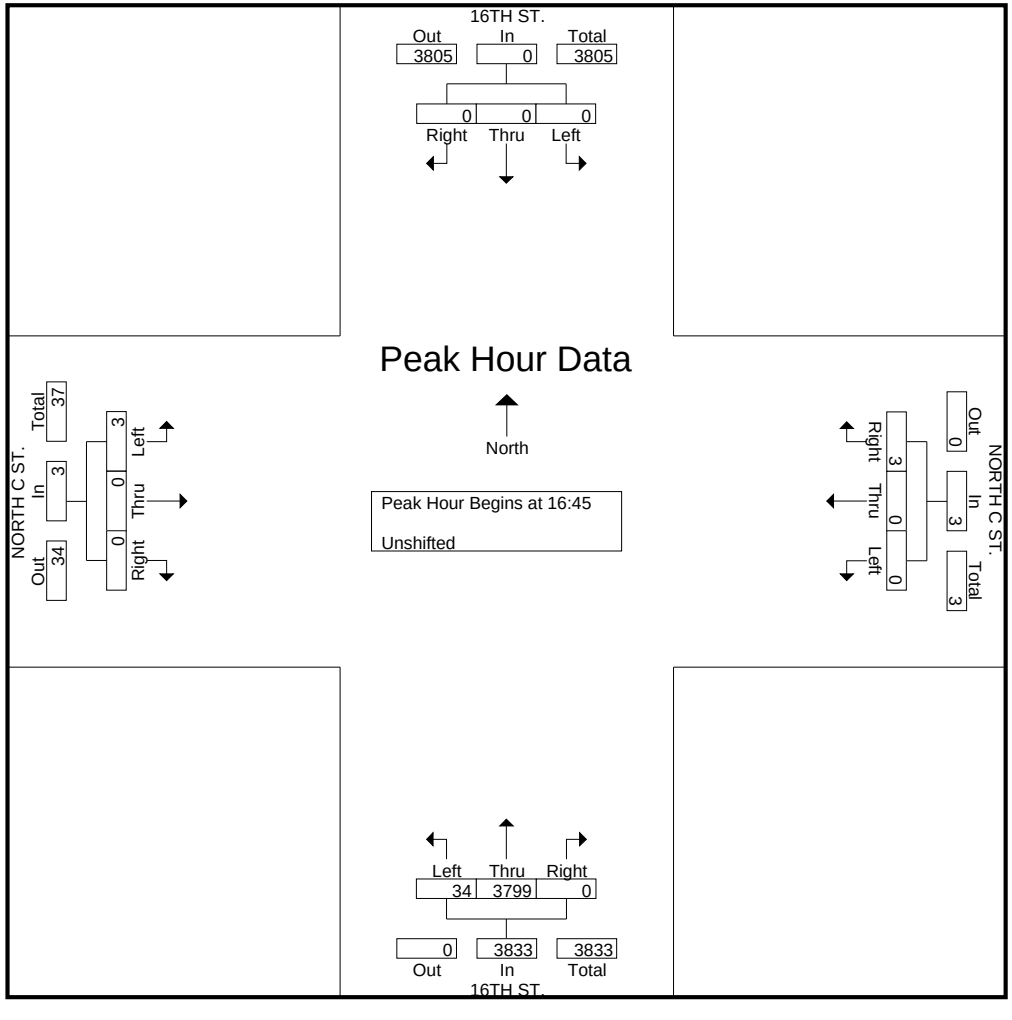
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	0	1	1	6	898	0	904	1	0	0	1	906
17:00	0	0	0	0	0	0	**2**	**2**	8	969	0	977	**2**	0	0	**2**	981
17:15	0	0	0	0	0	0	0	0	**13**	**999**	0	**1012**	0	0	0	0	**1012**
17:30	0	0	0	0	0	0	0	0	7	933	0	940	0	0	0	0	940
Total Volume	0	0	0	0	0	0	3	3	34	3799	0	3833	3	0	0	3	3839
% App. Total	0	0	0		0	0	100		0.9	99.1	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.654	.951	.000	.947	.375	.000	.000	.375	.948

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-025 F-16TH-N C
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-022 F-16TH-N.B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

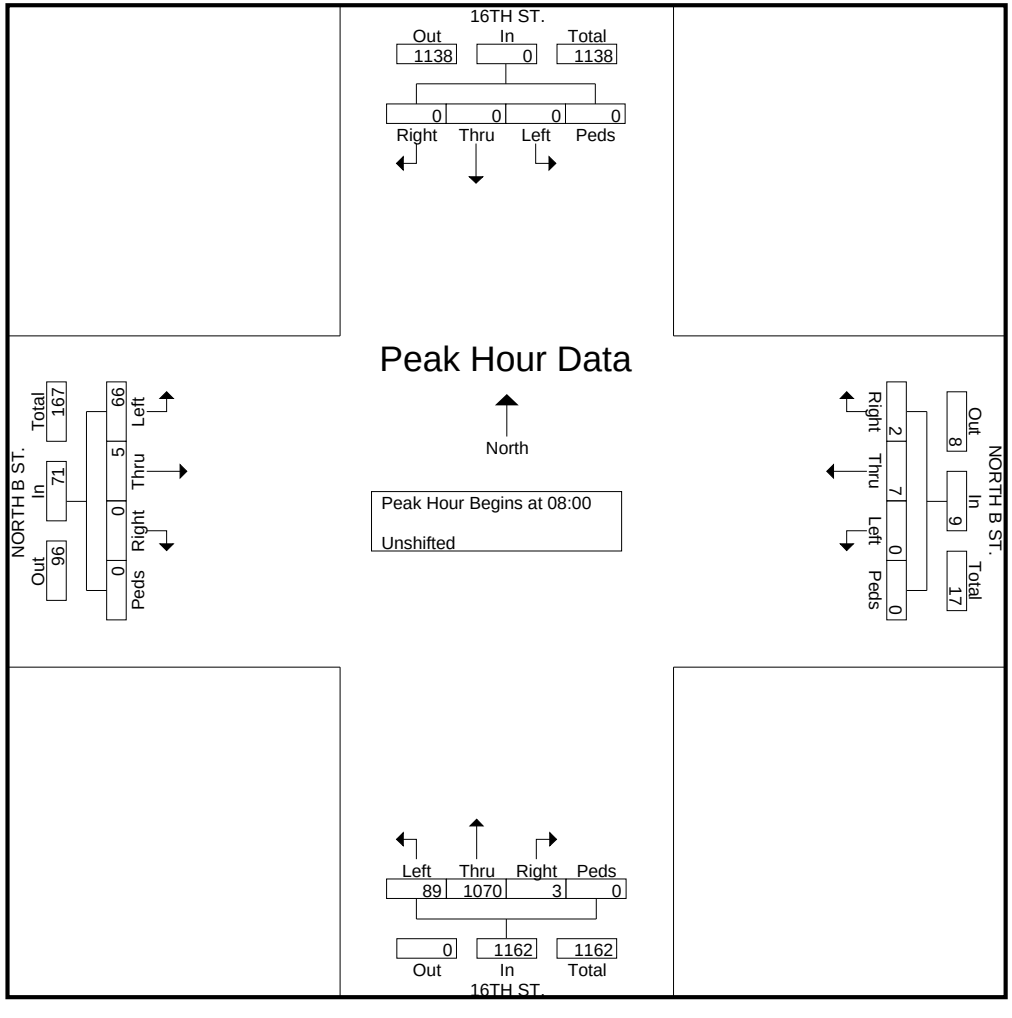
	16TH ST. Southbound					NORTH B ST. Westbound					16TH ST. Northbound					NORTH B ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	0	0	0	0	1	3	0	4	23	199	1	0	223	6	1	0	0	7	234
07:15	0	0	0	0	0	0	0	0	0	0	16	188	2	0	206	9	0	0	0	9	215
07:30	0	0	0	0	0	0	1	3	0	4	23	238	2	0	263	10	1	0	0	11	278
07:45	0	0	0	0	0	0	3	0	0	3	26	246	4	0	276	8	2	0	0	10	289
Total	0	0	0	0	0	0	5	6	0	11	88	871	9	0	968	33	4	0	0	37	1016
08:00	0	0	0	0	0	0	0	1	0	1	26	261	2	0	289	15	1	0	0	16	306
08:15	0	0	0	0	0	0	3	0	0	3	25	285	1	0	311	21	1	0	0	22	336
08:30	0	0	0	0	0	0	1	0	0	1	15	251	0	0	266	17	0	0	0	17	284
08:45	0	0	0	0	0	0	3	1	0	4	23	273	0	0	296	13	3	0	0	16	316
Total	0	0	0	0	0	0	7	2	0	9	89	1070	3	0	1162	66	5	0	0	71	1242
16:00	0	0	0	0	0	0	4	2	0	6	19	724	3	0	746	59	3	0	0	62	814
16:15	0	0	0	0	0	0	5	0	0	5	20	765	0	0	785	64	4	0	0	68	858
16:30	0	0	0	0	0	0	5	0	0	5	18	848	0	0	866	70	0	0	0	70	941
16:45	0	0	0	0	0	0	1	1	0	2	17	853	0	0	870	63	0	0	0	63	935
Total	0	0	0	0	0	0	15	3	0	18	74	3190	3	0	3267	256	7	0	0	263	3548
17:00	0	0	0	0	0	0	5	0	0	5	12	896	0	0	908	103	1	0	0	104	1017
17:15	0	0	0	0	0	0	3	0	0	3	14	966	0	0	980	86	0	0	0	86	1069
17:30	0	0	0	0	0	0	3	0	0	3	14	842	0	0	856	61	2	0	0	63	922
17:45	0	0	0	0	0	0	1	1	0	2	15	716	1	0	732	49	0	0	0	49	783
Total	0	0	0	0	0	0	12	1	0	13	55	3420	1	0	3476	299	3	0	0	302	3791
Grand Total	0	0	0	0	0	0	39	12	0	51	306	8551	16	0	8873	654	19	0	0	673	9597
Apprch %	0	0	0	0		0	76.5	23.5	0		3.4	96.4	0.2	0		97.2	2.8	0	0		
Total %	0	0	0	0	0	0	0.4	0.1	0	0.5	3.2	89.1	0.2	0	92.5	6.8	0.2	0	0	7	

	16TH ST. Southbound					NORTH B ST. Westbound					16TH ST. Northbound					NORTH B ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	0	**1**	0	1	**26**	261	**2**	0	289	15	1	0	0	16	306
08:15	0	0	0	0	0	0	**3**	0	0	3	25	**285**	1	0	**311**	**21**	1	0	0	**22**	**336**
08:30	0	0	0	0	0	0	1	0	0	1	15	251	0	0	266	17	0	0	0	17	284
08:45	0	0	0	0	0	0	3	1	0	**4**	23	273	0	0	296	13	**3**	0	0	16	316
Total Volume	0	0	0	0	0	0	7	2	0	9	89	1070	3	0	1162	66	5	0	0	71	1242
% App. Total	0	0	0	0		0	77.8	22.2	0		7.7	92.1	0.3	0		93	7	0	0		
PHF	.000	.000	.000	.000	.000	.000	.583	.500	.000	.563	.856	.939	.375	.000	.934	.786	.417	.000	.000	.807	.924

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-022 F-16TH-N.B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



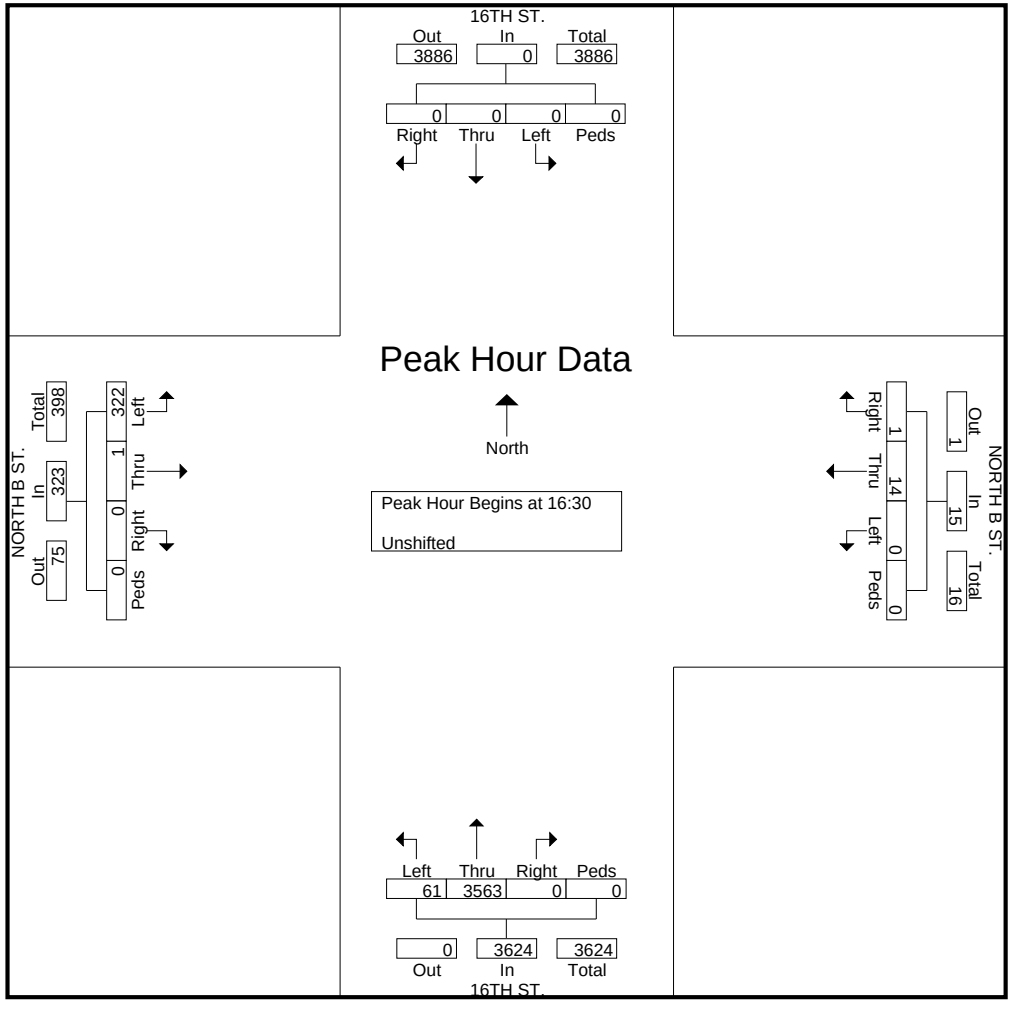
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	0	0	0	0	0	0	**5**	0	0	**5**	**18**	848	0	0	866	70	0	0	0	70	941
16:45	0	0	0	0	0	0	1	**1**	0	2	17	853	0	0	870	63	0	0	0	63	935
17:00	0	0	0	0	0	0	5	0	0	5	12	896	0	0	908	**103**	**1**	0	0	**104**	1017
17:15	0	0	0	0	0	0	3	0	0	3	14	**966**	0	0	**980**	86	0	0	0	86	**1069**
Total Volume	0	0	0	0	0	0	14	1	0	15	61	3563	0	0	3624	322	1	0	0	323	3962
% App. Total	0	0	0	0		0	93.3	6.7	0		1.7	98.3	0	0		99.7	0.3	0	0		
PHF	.000	.000	.000	.000	.000	.000	.700	.250	.000	.750	.847	.922	.000	.000	.924	.782	.250	.000	.000	.776	.927

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-022 F-16TH-N.B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-021 F-AHERN-N B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

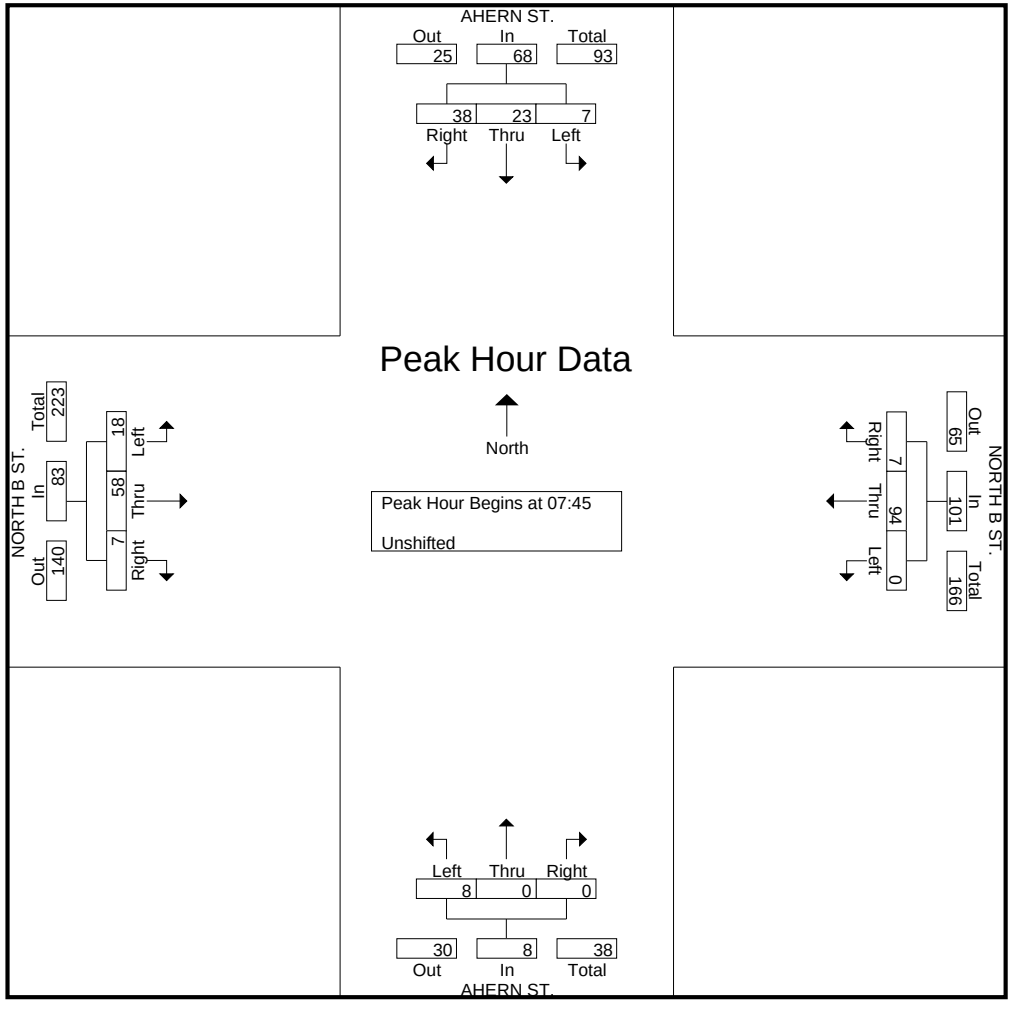
	AHERN ST. Southbound				NORTH B ST. Westbound				AHERN ST. Northbound				NORTH B ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	2	7	9	1	20	1	22	3	0	0	3	2	7	1	10	44
07:15	2	1	4	7	0	18	0	18	3	0	0	3	2	10	2	14	42
07:30	3	1	7	11	0	23	2	25	4	0	0	4	4	8	2	14	54
07:45	2	9	8	19	0	27	2	29	2	0	0	2	6	10	1	17	67
Total	7	13	26	46	1	88	5	94	12	0	0	12	14	35	6	55	207
08:00	2	7	7	16	0	24	1	25	2	0	0	2	3	15	3	21	64
08:15	2	2	13	17	0	27	1	28	3	0	0	3	4	19	3	26	74
08:30	1	5	10	16	0	16	3	19	1	0	0	1	5	14	0	19	55
08:45	3	0	12	15	0	22	3	25	4	1	1	6	2	11	1	14	60
Total	8	14	42	64	0	89	8	97	10	1	1	12	14	59	7	80	253
16:00	3	1	3	7	3	21	0	24	2	1	10	13	4	48	3	55	99
16:15	8	0	0	8	1	22	1	24	6	2	13	21	2	49	2	53	106
16:30	9	0	2	11	1	21	1	23	2	1	5	8	9	53	1	63	105
16:45	3	1	2	6	1	18	0	19	6	0	8	14	6	50	2	58	97
Total	23	2	7	32	6	82	2	90	16	4	36	56	21	200	8	229	407
17:00	7	1	1	9	0	17	1	18	3	0	7	10	6	89	1	96	133
17:15	8	0	3	11	0	16	1	17	0	2	5	7	6	72	2	80	115
17:30	9	1	1	11	1	17	0	18	2	2	6	10	5	50	3	58	97
17:45	6	0	1	7	0	16	1	17	1	1	4	6	3	40	1	44	74
Total	30	2	6	38	1	66	3	70	6	5	22	33	20	251	7	278	419
Grand Total	68	31	81	180	8	325	18	351	44	10	59	113	69	545	28	642	1286
Apprch %	37.8	17.2	45		2.3	92.6	5.1		38.9	8.8	52.2		10.7	84.9	4.4		
Total %	5.3	2.4	6.3	14	0.6	25.3	1.4	27.3	3.4	0.8	4.6	8.8	5.4	42.4	2.2	49.9	

	AHERN ST. Southbound				NORTH B ST. Westbound				AHERN ST. Northbound				NORTH B ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	**2**	**9**	8	**19**	0	**27**	2	**29**	2	0	0	2	**6**	10	1	17	67
08:00	2	7	7	16	0	24	1	25	2	0	0	2	3	15	**3**	21	64
08:15	2	2	**13**	17	0	27	1	28	**3**	0	0	**3**	4	**19**	3	**26**	**74**
08:30	1	5	10	16	0	16	**3**	19	1	0	0	1	5	14	0	19	55
Total Volume	7	23	38	68	0	94	7	101	8	0	0	8	18	58	7	83	260
% App. Total	10.3	33.8	55.9		0	93.1	6.9		100	0	0		21.7	69.9	8.4		
PHF	.875	.639	.731	.895	.000	.870	.583	.871	.667	.000	.000	.667	.750	.763	.583	.798	.878

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-021 F-AHERN-N B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



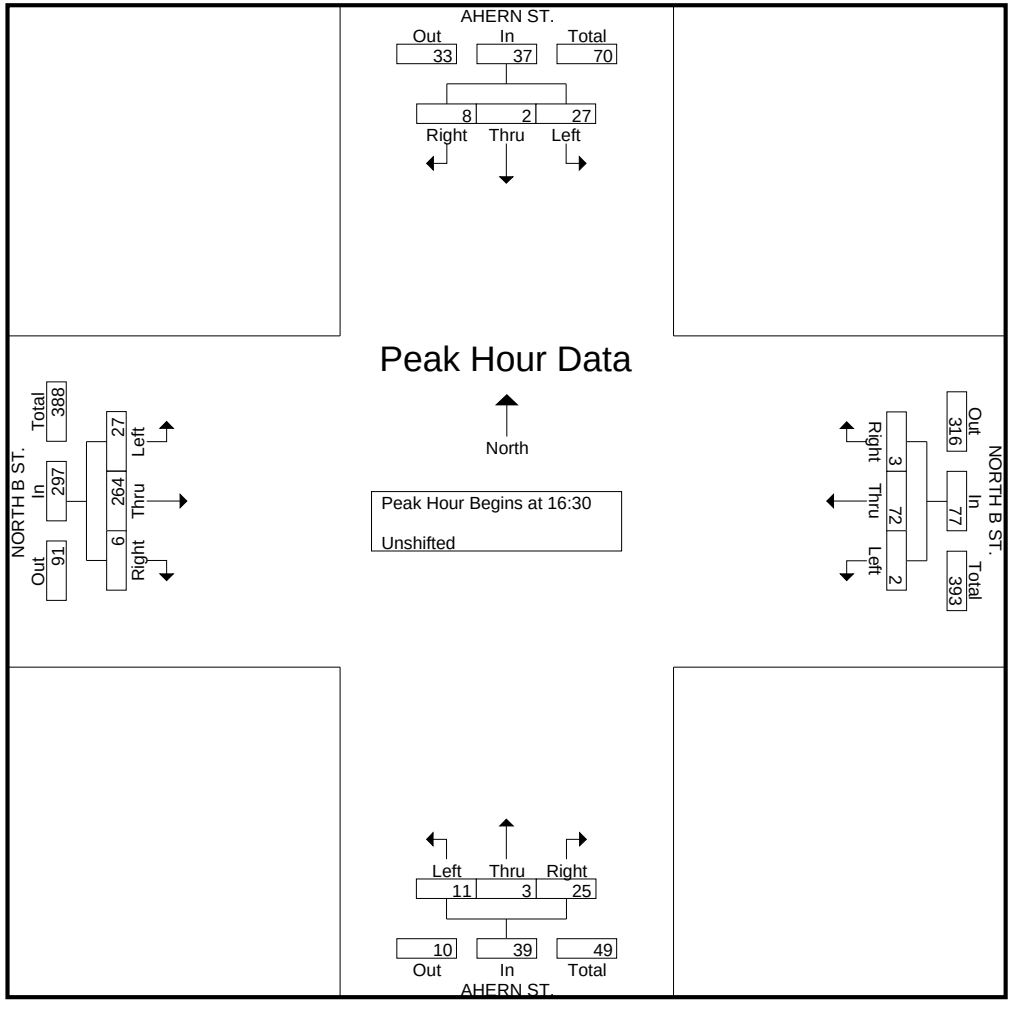
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	**9**	0	2	**11**	**1**	**21**	**1**	**23**	2	1	5	8	**9**	53	1	63	105
16:45	3	**1**	2	6	1	18	0	19	**6**	0	**8**	**14**	6	50	**2**	58	97
17:00	7	1	1	9	0	17	1	18	3	0	7	10	6	**89**	1	**96**	**133**
17:15	8	0	**3**	11	0	16	1	17	0	**2**	5	7	6	72	2	80	115
Total Volume	27	2	8	37	2	72	3	77	11	3	25	39	27	264	6	297	450
% App. Total	73	5.4	21.6		2.6	93.5	3.9		28.2	7.7	64.1		9.1	88.9	2		
PHF	.750	.500	.667	.841	.500	.857	.750	.837	.458	.375	.781	.696	.750	.742	.750	.773	.846

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-021 F-AHERN-N B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-020 F-14TH-N B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

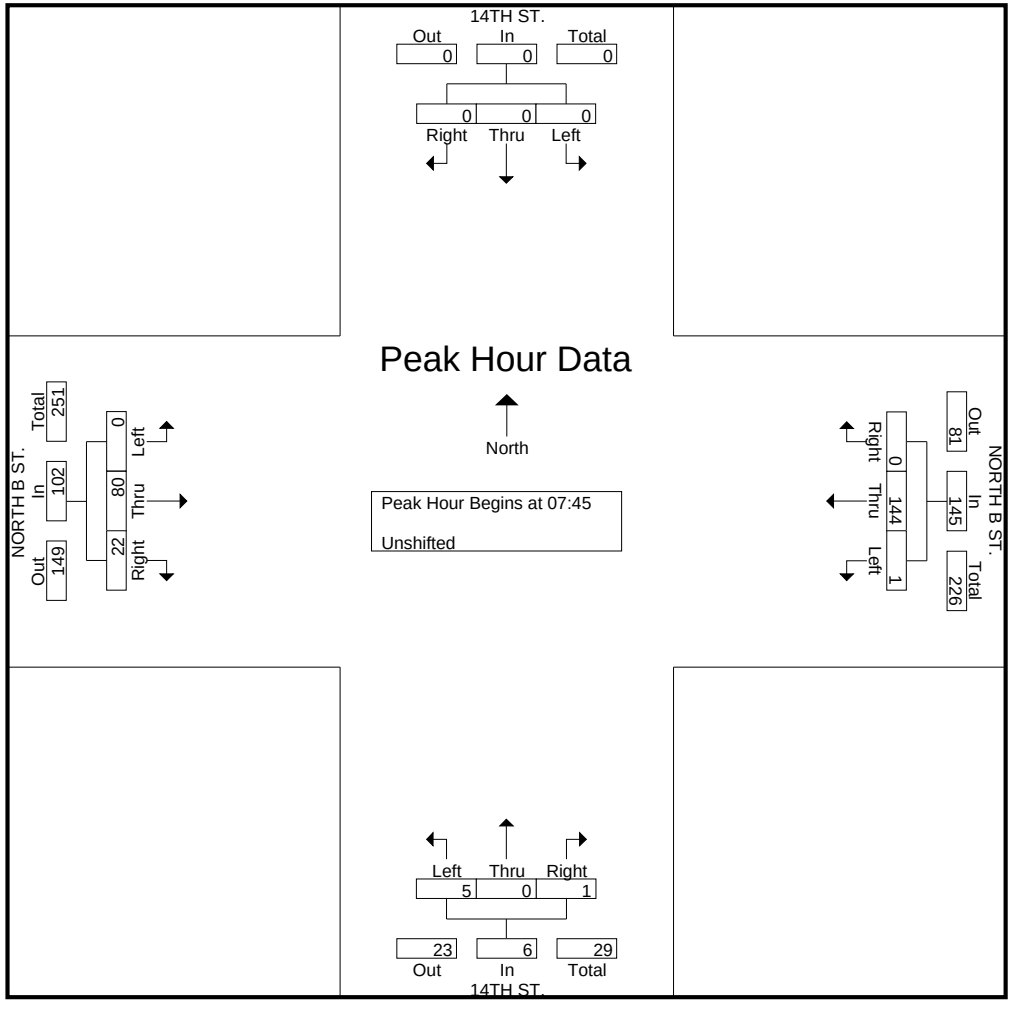
	14TH ST. Southbound				NORTH B ST. Westbound				14TH ST. Northbound				NORTH B ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	0	0	1	25	0	26	3	0	0	3	0	12	2	14	43
07:15	0	0	0	0	0	24	0	24	4	0	0	4	0	15	2	17	45
07:30	0	0	0	0	1	32	0	33	2	0	0	2	0	13	4	17	52
07:45	0	0	0	0	0	39	0	39	2	0	0	2	0	14	6	20	61
Total	0	0	0	0	2	120	0	122	11	0	0	11	0	54	14	68	201
08:00	0	0	0	0	0	34	0	34	1	0	0	1	0	19	13	32	67
08:15	0	0	0	0	0	42	0	42	2	0	1	3	0	26	1	27	72
08:30	0	0	0	0	1	29	0	30	0	0	0	0	0	21	2	23	53
08:45	0	0	0	0	0	38	0	38	1	0	0	1	0	15	2	17	56
Total	0	0	0	0	1	143	0	144	4	0	1	5	0	81	18	99	248
16:00	0	0	0	0	0	25	0	25	1	0	1	2	0	56	1	57	84
16:15	0	0	0	0	1	28	0	29	2	0	2	4	0	48	0	48	81
16:30	0	0	0	0	0	25	0	25	2	0	1	3	0	59	0	59	87
16:45	0	0	0	0	1	25	0	26	1	0	1	2	0	60	1	61	89
Total	0	0	0	0	2	103	0	105	6	0	5	11	0	223	2	225	341
17:00	0	0	0	0	1	21	0	22	4	0	3	7	0	92	1	93	122
17:15	0	0	0	0	1	18	0	19	0	0	0	0	0	81	0	81	100
17:30	0	0	0	0	0	21	0	21	0	0	0	0	0	56	0	56	77
17:45	0	0	0	0	0	20	0	20	0	0	0	0	0	45	0	45	65
Total	0	0	0	0	2	80	0	82	4	0	3	7	0	274	1	275	364
Grand Total	0	0	0	0	7	446	0	453	25	0	9	34	0	632	35	667	1154
Apprch %	0	0	0		1.5	98.5	0		73.5	0	26.5		0	94.8	5.2		
Total %	0	0	0	0	0.6	38.6	0	39.3	2.2	0	0.8	2.9	0	54.8	3	57.8	

	14TH ST. Southbound				NORTH B ST. Westbound				14TH ST. Northbound				NORTH B ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	0	0	0	0	0	39	0	39	**2**	0	0	2	0	14	6	20	61
08:00	0	0	0	0	0	34	0	34	1	0	0	1	0	19	**13**	**32**	67
08:15	0	0	0	0	0	**42**	0	**42**	2	0	**1**	**3**	0	**26**	1	27	**72**
08:30	0	0	0	0	**1**	29	0	30	0	0	0	0	0	21	2	23	53
Total Volume	0	0	0	0	1	144	0	145	5	0	1	6	0	80	22	102	253
% App. Total	0	0	0		0.7	99.3	0		83.3	0	16.7		0	78.4	21.6		
PHF	.000	.000	.000	.000	.250	.857	.000	.863	.625	.000	.250	.500	.000	.769	.423	.797	.878

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-020 F-14TH-N B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



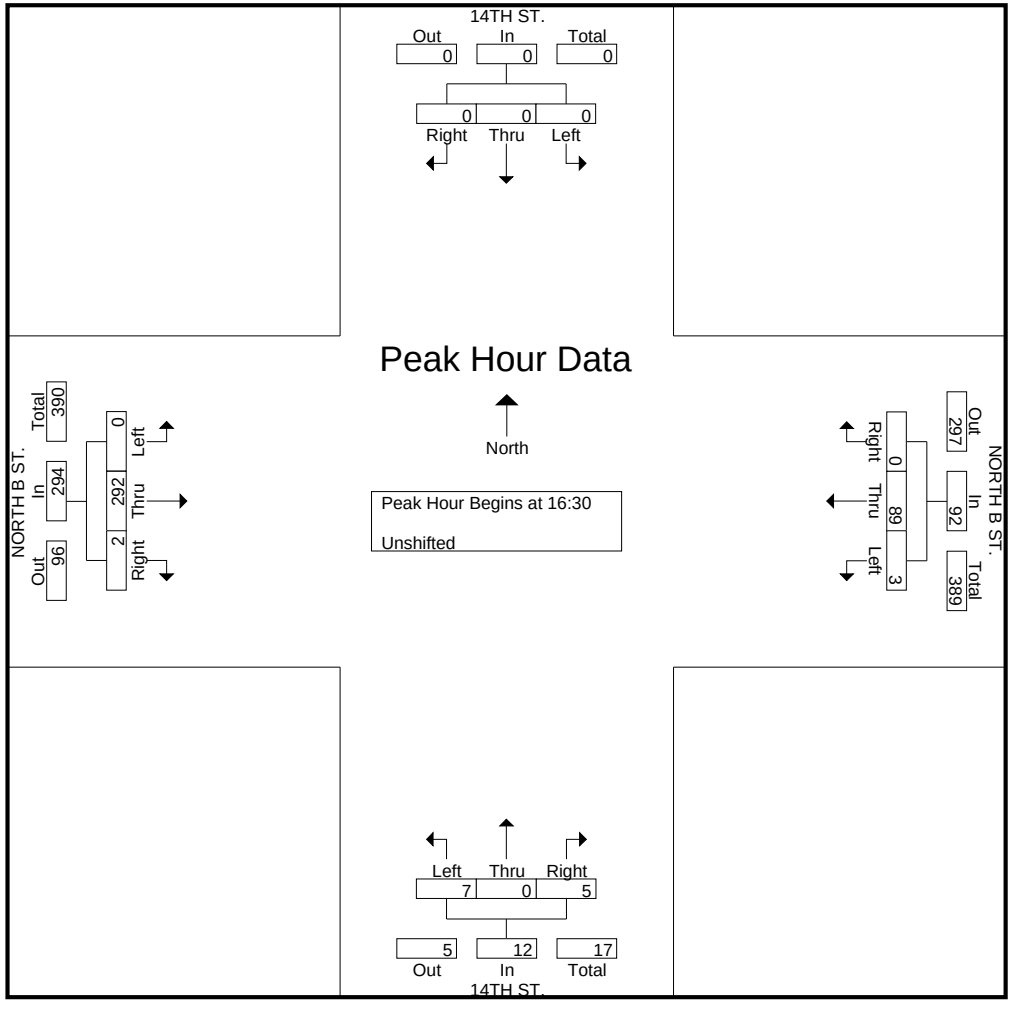
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	0	0	0	0	0	**25**	0	25	2	0	1	3	0	59	0	59	87
16:45	0	0	0	0	**1**	25	0	**26**	1	0	1	2	0	60	**1**	61	89
17:00	0	0	0	0	1	21	0	22	**4**	0	**3**	**7**	0	**92**	1	**93**	**122**
17:15	0	0	0	0	1	18	0	19	0	0	0	0	0	81	0	81	100
Total Volume	0	0	0	0	3	89	0	92	7	0	5	12	0	292	2	294	398
% App. Total	0	0	0		3.3	96.7	0		58.3	0	41.7		0	99.3	0.7		
PHF	.000	.000	.000	.000	.750	.890	.000	.885	.438	.000	.417	.429	.000	.793	.500	.790	.816

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-020 F-14TH-N B
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-019 F-12TH-NB
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

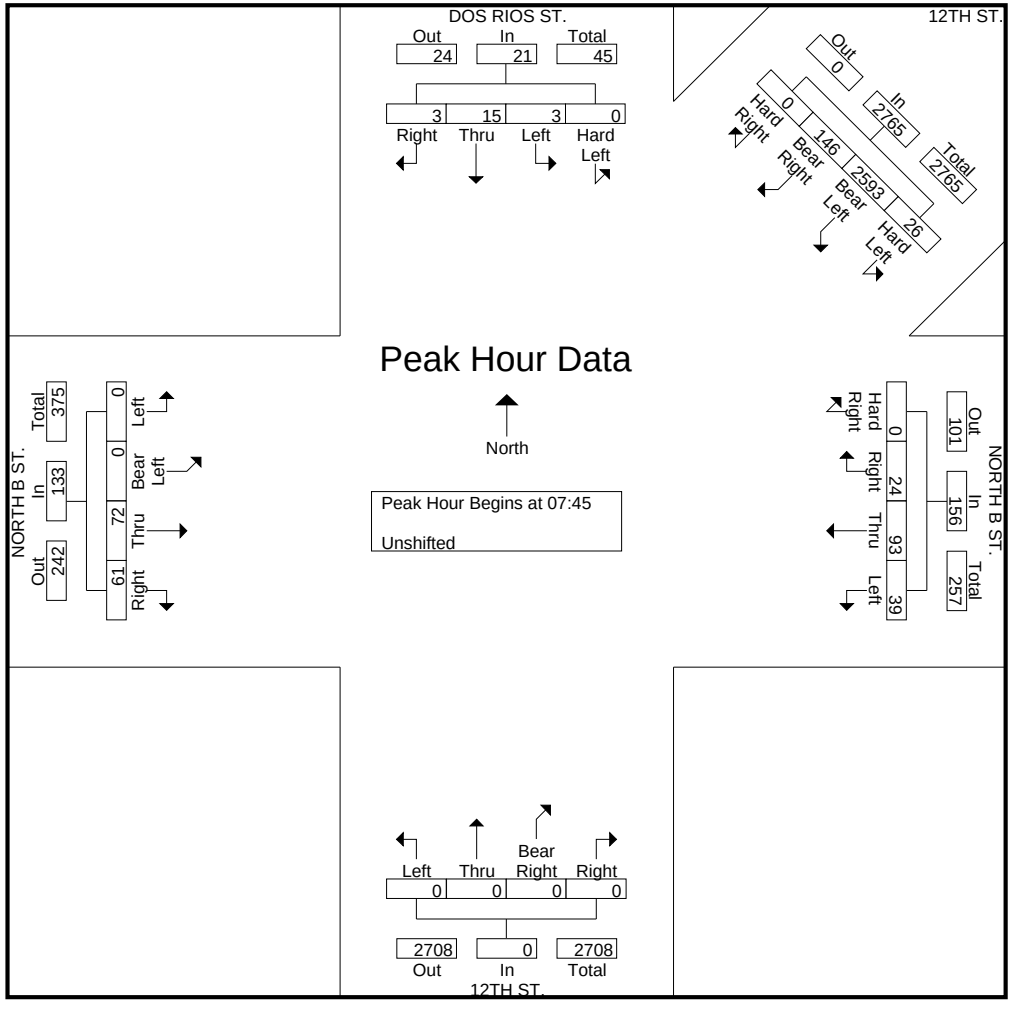
	DOS RIOS ST. Southbound					12TH ST. Southwestbound					NORTH B ST. Westbound					12TH ST. Northbound					NORTH B ST. Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
07:00	0	0	1	0	1	5	472	37	1	515	5	18	3	0	26	0	0	0	0	0	0	0	11	5	16	558
07:15	0	1	2	0	3	3	545	40	0	588	4	17	3	0	24	0	0	0	0	0	0	0	12	8	20	635
07:30	0	2	4	0	6	2	613	43	0	658	8	19	6	0	33	0	0	0	0	0	0	0	11	7	18	715
07:45	0	1	6	0	7	6	710	38	0	754	7	30	7	0	44	0	0	0	0	0	0	0	10	8	18	823
Total	0	4	13	0	17	16	2340	158	1	2515	24	84	19	0	127	0	0	0	0	0	0	0	44	28	72	2731
08:00	0	1	2	1	4	4	700	48	0	752	12	19	7	0	38	0	0	0	0	0	0	0	26	27	53	847
08:15	0	1	6	1	8	8	528	33	0	569	10	24	6	0	40	0	0	0	0	0	0	0	18	15	33	650
08:30	0	0	1	1	2	8	655	27	0	690	10	20	4	0	34	0	0	0	0	0	0	0	18	11	29	755
08:45	0	1	4	1	6	4	520	22	1	547	13	19	4	0	36	0	0	0	0	0	0	0	14	14	28	617
Total	0	3	13	4	20	24	2403	130	1	2558	45	82	21	0	148	0	0	0	0	0	0	0	76	67	143	2869
16:00	0	3	2	0	5	12	344	20	0	376	10	13	5	0	28	0	0	0	0	0	0	0	43	16	59	468
16:15	0	3	8	0	11	6	351	13	3	373	8	15	4	0	27	0	0	0	0	0	0	0	38	17	55	466
16:30	0	2	6	1	9	10	342	9	1	362	8	15	6	0	29	0	0	0	0	0	1	0	42	26	69	469
16:45	0	1	3	0	4	9	339	17	1	366	10	14	5	0	29	0	0	0	0	0	0	0	52	8	60	459
Total	0	9	19	1	29	37	1376	59	5	1477	36	57	20	0	113	0	0	0	0	0	1	0	175	67	243	1862
17:00	0	3	7	1	11	3	363	15	0	381	11	11	5	0	27	0	0	0	0	0	0	0	87	35	122	541
17:15	0	4	7	0	11	9	408	13	0	430	6	10	3	0	19	0	0	0	0	0	0	0	69	13	82	542
17:30	0	0	4	0	4	7	365	14	0	386	4	8	6	0	18	0	0	0	0	0	0	0	40	9	49	457
17:45	0	0	7	0	7	11	392	16	0	419	8	10	4	0	22	0	0	0	0	0	1	0	38	4	43	491
Total	0	7	25	1	33	30	1528	58	0	1616	29	39	18	0	86	0	0	0	0	0	1	0	234	61	296	2031
Grand Total	0	23	70	6	99	107	7647	405	7	8166	134	262	78	0	474	0	0	0	0	0	2	0	529	223	754	9493
Apprch %	0	23.2	70.7	6.1		1.3	93.6	5	0.1		28.3	55.3	16.5	0		0	0	0	0		0.3	0	70.2	29.6		
Total %	0	0.2	0.7	0.1	1	1.1	80.6	4.3	0.1	86	1.4	2.8	0.8	0	5	0	0	0	0	0	0	0	5.6	2.3	7.9	

	DOS RIOS ST. Southbound					12TH ST. Southwestbound					NORTH B ST. Westbound					12TH ST. Northbound					NORTH B ST. Eastbound					
Start Time	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45																										
07:45	0	**1**	**6**	0	7	6	**710**	38	0	**754**	7	**30**	**7**	0	**44**	0	0	0	0	0	0	0	10	8	18	823
08:00	0	1	2	**1**	4	4	700	**48**	0	752	**12**	19	7	0	38	0	0	0	0	0	0	0	**26**	**27**	**53**	**847**
08:15	0	1	6	1	**8**	**8**	528	33	0	569	10	24	6	0	40	0	0	0	0	0	0	0	18	15	33	650
08:30	0	0	1	1	2	8	655	27	0	690	10	20	4	0	34	0	0	0	0	0	0	0	18	11	29	755
Total Volume	0	3	15	3	21	26	2593	146	0	2765	39	93	24	0	156	0	0	0	0	0	0	0	72	61	133	3075
% App. Total	0	14.3	71.4	14.3		0.9	93.8	5.3	0		25	59.6	15.4	0		0	0	0	0		0	0	54.1	45.9		
PHF	.000	.750	.625	.750	.656	.813	.913	.760	.000	.917	.813	.775	.857	.000	.886	.000	.000	.000	.000	.000	.000	.000	.692	.565	.627	.908

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-019 F-12TH-NB
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



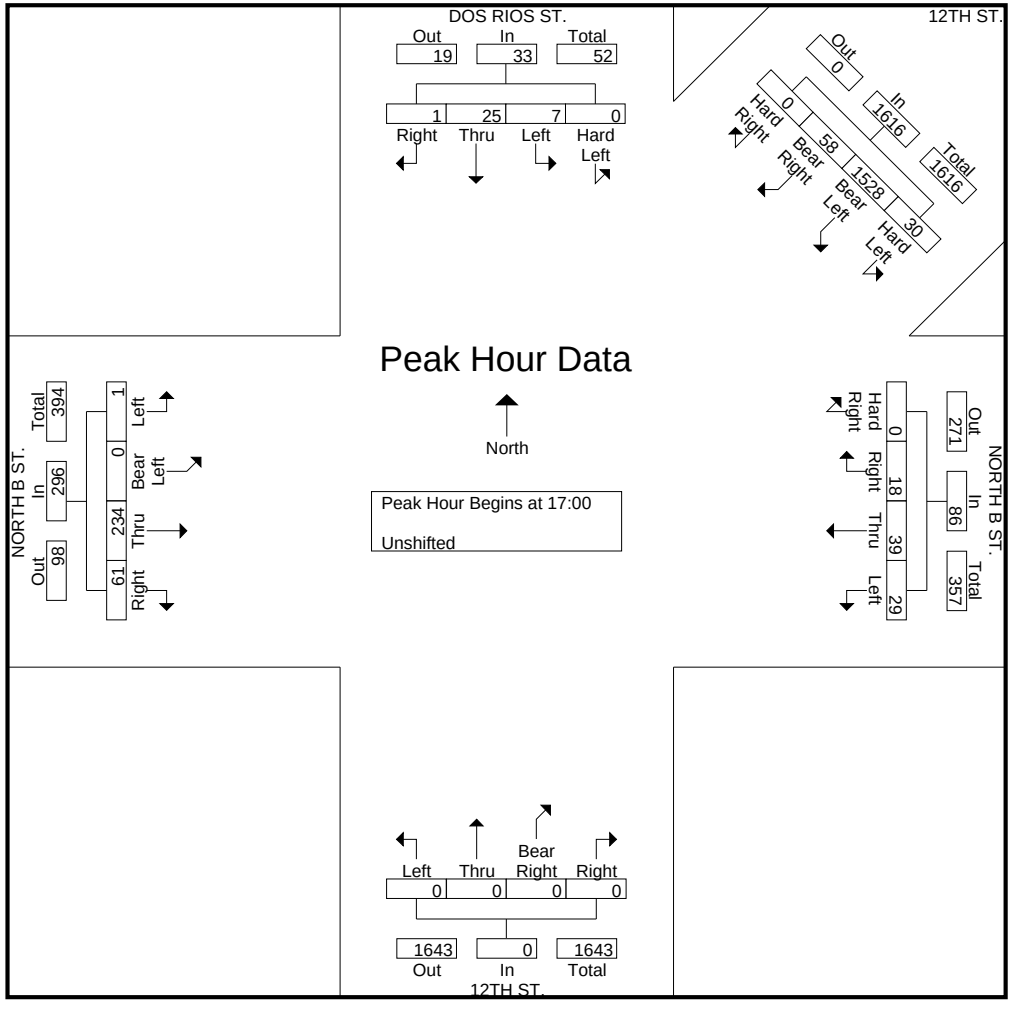
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00

17:00	0	3	**7**	**1**	**11**	3	363	15	0	381	**11**	**11**	5	0	**27**	0	0	0	0	0	0	0	**87**	**35**	**122**	541
17:15	0	**4**	7	0	11	9	**408**	13	0	**430**	6	10	3	0	19	0	0	0	0	0	0	0	69	13	82	**542**
17:30	0	0	4	0	4	7	365	14	0	386	4	8	**6**	0	18	0	0	0	0	0	0	0	40	9	49	457
17:45	0	0	7	0	7	**11**	392	**16**	0	419	8	10	4	0	22	0	0	0	0	0	**1**	0	38	4	43	491
Total Volume	0	7	25	1	33	30	1528	58	0	1616	29	39	18	0	86	0	0	0	0	0	1	0	234	61	296	2031
% App. Total	0	21.2	75.8	3		1.9	94.6	3.6	0		33.7	45.3	20.9	0		0	0	0	0		0.3	0	79.1	20.6		
PHF	.000	.438	.893	.250	.750	.682	.936	.906	.000	.940	.659	.886	.750	.000	.796	.000	.000	.000	.000	.000	.250	.000	.672	.436	.607	.937

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-019 F-12TH-NB
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-018 F-10TH-N B ST
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

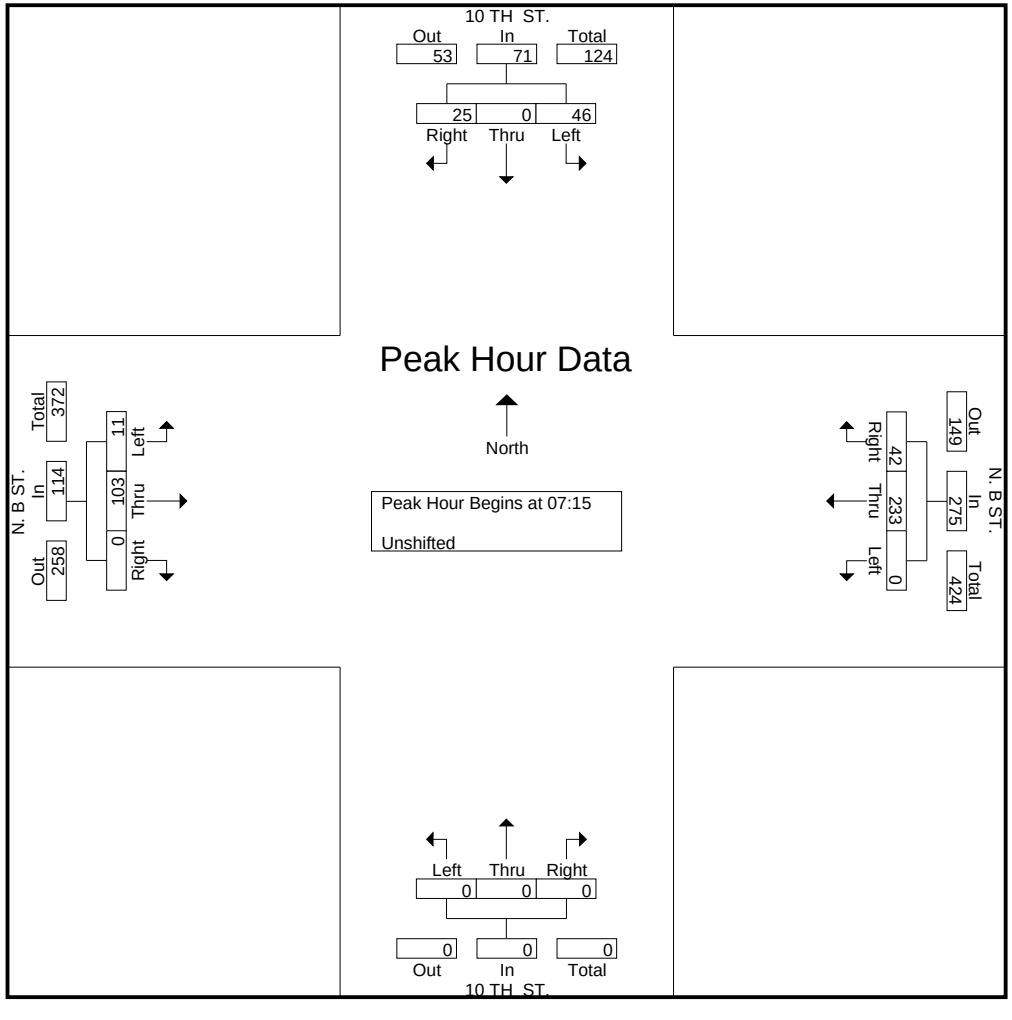
	10 TH ST. Southbound				N. B ST. Westbound				10 TH ST. Northbound				N. B ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	6	0	2	8	0	68	2	70	0	0	0	0	3	16	0	19	97
07:15	9	0	5	14	0	44	8	52	0	0	0	0	0	19	0	19	85
07:30	12	0	8	20	0	43	7	50	0	0	0	0	3	20	0	23	93
07:45	18	0	7	25	0	75	15	90	0	0	0	0	3	29	0	32	147
Total	45	0	22	67	0	230	32	262	0	0	0	0	9	84	0	93	422
08:00	7	0	5	12	0	71	12	83	0	0	0	0	5	35	0	40	135
08:15	7	0	1	8	0	51	6	57	0	0	0	0	5	12	0	17	82
08:30	8	0	2	10	0	51	9	60	0	0	0	0	6	19	0	25	95
08:45	5	0	4	9	0	32	2	34	0	0	0	0	6	24	0	30	73
Total	27	0	12	39	0	205	29	234	0	0	0	0	22	90	0	112	385
16:00	9	0	3	12	0	41	9	50	0	0	0	0	3	54	0	57	119
16:15	11	0	3	14	0	26	12	38	0	0	0	0	1	39	0	40	92
16:30	12	0	0	12	0	33	12	45	0	0	0	0	1	61	0	62	119
16:45	14	0	6	20	0	21	10	31	0	0	0	0	0	70	0	70	121
Total	46	0	12	58	0	121	43	164	0	0	0	0	5	224	0	229	451
17:00	5	0	3	8	0	37	11	48	0	0	0	0	2	76	0	78	134
17:15	3	0	1	4	0	29	6	35	0	0	0	0	1	61	0	62	101
17:30	5	0	2	7	0	13	10	23	0	0	0	0	0	43	0	43	73
17:45	4	0	2	6	0	23	8	31	0	0	0	0	1	41	0	42	79
Total	17	0	8	25	0	102	35	137	0	0	0	0	4	221	0	225	387
Grand Total	135	0	54	189	0	658	139	797	0	0	0	0	40	619	0	659	1645
Apprch %	71.4	0	28.6		0	82.6	17.4		0	0	0		6.1	93.9	0		
Total %	8.2	0	3.3	11.5	0	40	8.4	48.4	0	0	0	0	2.4	37.6	0	40.1	

	10 TH ST. Southbound				N. B ST. Westbound				10 TH ST. Northbound				N. B ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	9	0	5	14	0	44	8	52	0	0	0	0	0	19	0	19	85
07:30	12	0	**8**	20	0	43	7	50	0	0	0	0	3	20	0	23	93
07:45	**18**	0	7	**25**	0	**75**	**15**	**90**	0	0	0	0	3	29	0	32	**147**
08:00	7	0	5	12	0	71	12	83	0	0	0	0	**5**	**35**	0	**40**	135
Total Volume	46	0	25	71	0	233	42	275	0	0	0	0	11	103	0	114	460
% App. Total	64.8	0	35.2		0	84.7	15.3		0	0	0		9.6	90.4	0		
PHF	.639	.000	.781	.710	.000	.777	.700	.764	.000	.000	.000	.000	.550	.736	.000	.713	.782

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-018 F-10TH-N B ST
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



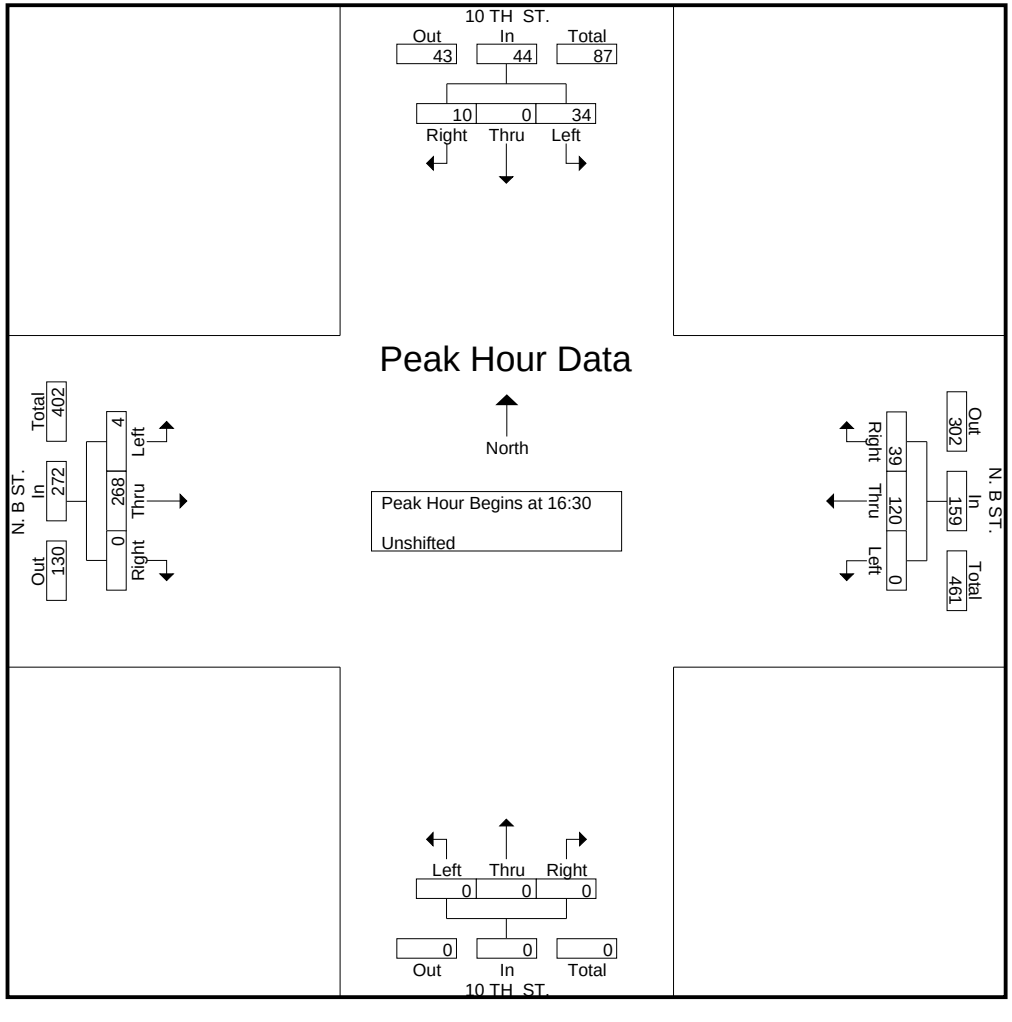
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	12	0	0	12	0	33	**12**	45	0	0	0	0	1	61	0	62	119
16:45	**14**	0	**6**	**20**	0	21	10	31	0	0	0	0	0	70	0	70	121
17:00	5	0	3	8	0	**37**	11	**48**	0	0	0	0	**2**	**76**	0	**78**	**134**
17:15	3	0	1	4	0	29	6	35	0	0	0	0	1	61	0	62	101
Total Volume	34	0	10	44	0	120	39	159	0	0	0	0	4	268	0	272	475
% App. Total	77.3	0	22.7		0	75.5	24.5		0	0	0		1.5	98.5	0		
PHF	.607	.000	.417	.550	.000	.811	.813	.828	.000	.000	.000	.000	.500	.882	.000	.872	.886

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-018 F-10TH-N B ST
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-017 F-7TH-N B
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

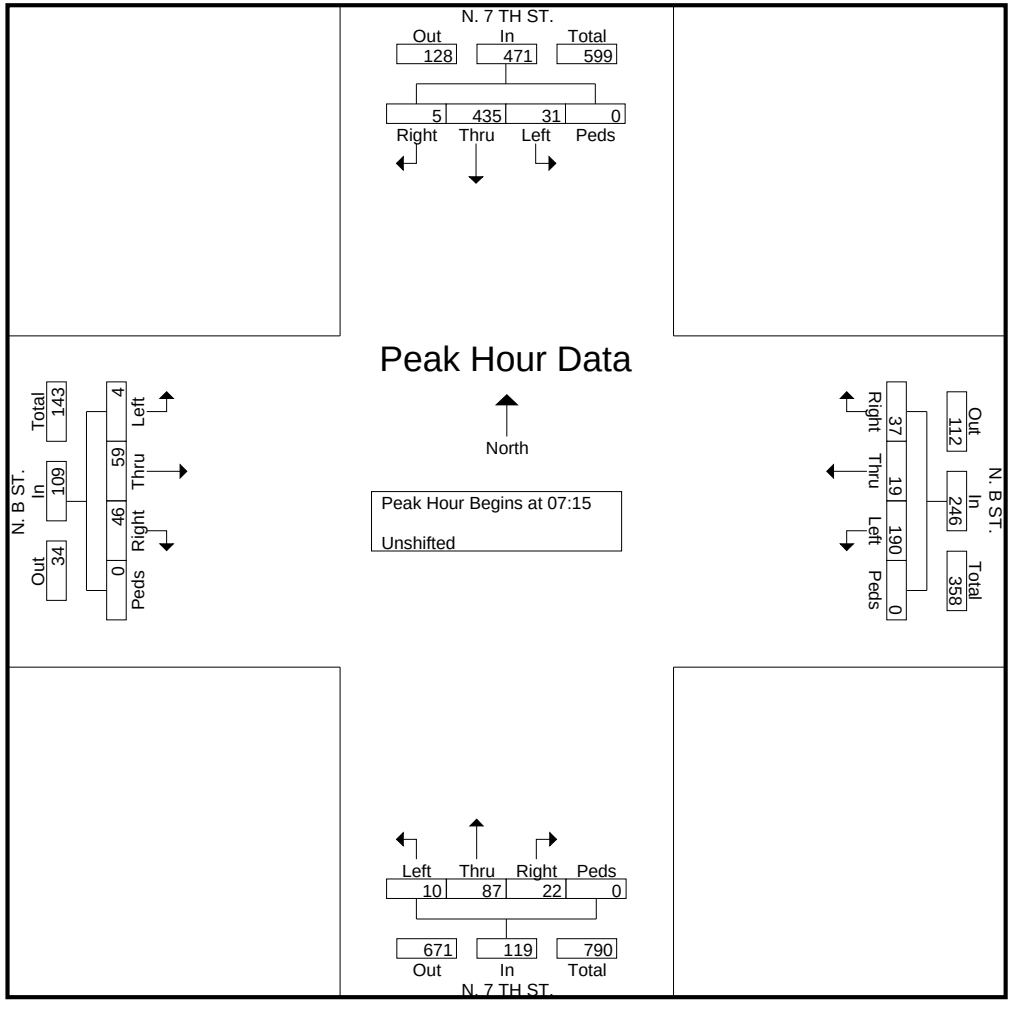
	N. 7 TH ST. Southbound					N. B ST. Westbound					N. 7 TH ST. Northbound					N. B ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	4	63	0	0	67	47	6	10	0	63	2	11	4	0	17	2	8	10	0	20	167
07:15	8	107	1	0	116	37	2	11	0	50	5	20	3	0	28	2	14	11	0	27	221
07:30	6	107	0	0	113	36	7	7	0	50	3	18	7	0	28	1	11	13	0	25	216
07:45	6	96	2	0	104	66	6	7	0	79	0	20	5	0	25	1	19	6	0	26	234
Total	24	373	3	0	400	186	21	35	0	242	10	69	19	0	98	6	52	40	0	98	838
08:00	11	125	2	0	138	51	4	12	0	67	2	29	7	0	38	0	15	16	0	31	274
08:15	5	108	0	0	113	37	4	7	0	48	5	19	4	0	28	1	6	9	0	16	205
08:30	9	99	3	0	111	32	8	15	0	55	0	17	8	0	25	1	10	10	0	21	212
08:45	9	77	1	0	87	26	6	9	0	41	0	20	7	0	27	0	9	6	0	15	170
Total	34	409	6	0	449	146	22	43	0	211	7	85	26	0	118	2	40	41	0	83	861
16:00	11	35	1	0	47	19	6	16	0	41	8	33	34	0	75	1	8	3	0	12	175
16:15	3	22	0	0	25	11	7	10	0	28	8	37	26	0	71	1	10	0	0	11	135
16:30	14	34	0	0	48	12	9	12	0	33	15	53	40	0	108	1	4	1	0	6	195
16:45	10	29	2	0	41	8	8	9	0	25	11	46	55	0	112	1	9	6	0	16	194
Total	38	120	3	0	161	50	30	47	0	127	42	169	155	0	366	4	31	10	0	45	699
17:00	10	50	1	0	61	20	12	11	0	43	20	73	58	1	152	1	6	4	0	11	267
17:15	5	30	3	0	38	17	9	10	0	36	24	64	56	0	144	1	5	0	0	6	224
17:30	7	27	0	0	34	9	4	7	0	20	19	71	30	0	120	0	7	0	0	7	181
17:45	8	19	1	0	28	9	5	9	0	23	6	36	27	0	69	1	6	3	0	10	130
Total	30	126	5	0	161	55	30	37	0	122	69	244	171	1	485	3	24	7	0	34	802
Grand Total	126	1028	17	0	1171	437	103	162	0	702	128	567	371	1	1067	15	147	98	0	260	3200
Apprch %	10.8	87.8	1.5	0		62.3	14.7	23.1	0		12	53.1	34.8	0.1		5.8	56.5	37.7	0		
Total %	3.9	32.1	0.5	0	36.6	13.7	3.2	5.1	0	21.9	4	17.7	11.6	0	33.3	0.5	4.6	3.1	0	8.1	

	N. 7 TH ST. Southbound					N. B ST. Westbound					N. 7 TH ST. Northbound					N. B ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	8	107	1	0	116	37	2	11	0	50	**5**	20	3	0	28	**2**	14	11	0	27	221
07:30	6	107	0	0	113	36	**7**	7	0	50	3	18	**7**	0	28	1	11	13	0	25	216
07:45	6	96	**2**	0	104	**66**	6	7	0	**79**	0	20	5	0	25	1	**19**	6	0	26	234
08:00	**11**	**125**	2	0	**138**	51	4	**12**	0	67	2	**29**	7	0	**38**	0	15	**16**	0	**31**	**274**
Total Volume	31	435	5	0	471	190	19	37	0	246	10	87	22	0	119	4	59	46	0	109	945
% App. Total	6.6	92.4	1.1	0		77.2	7.7	15	0		8.4	73.1	18.5	0		3.7	54.1	42.2	0		
PHF	.705	.870	.625	.000	.853	.720	.679	.771	.000	.778	.500	.750	.786	.000	.783	.500	.776	.719	.000	.879	.862

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-017 F-7TH-N B
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



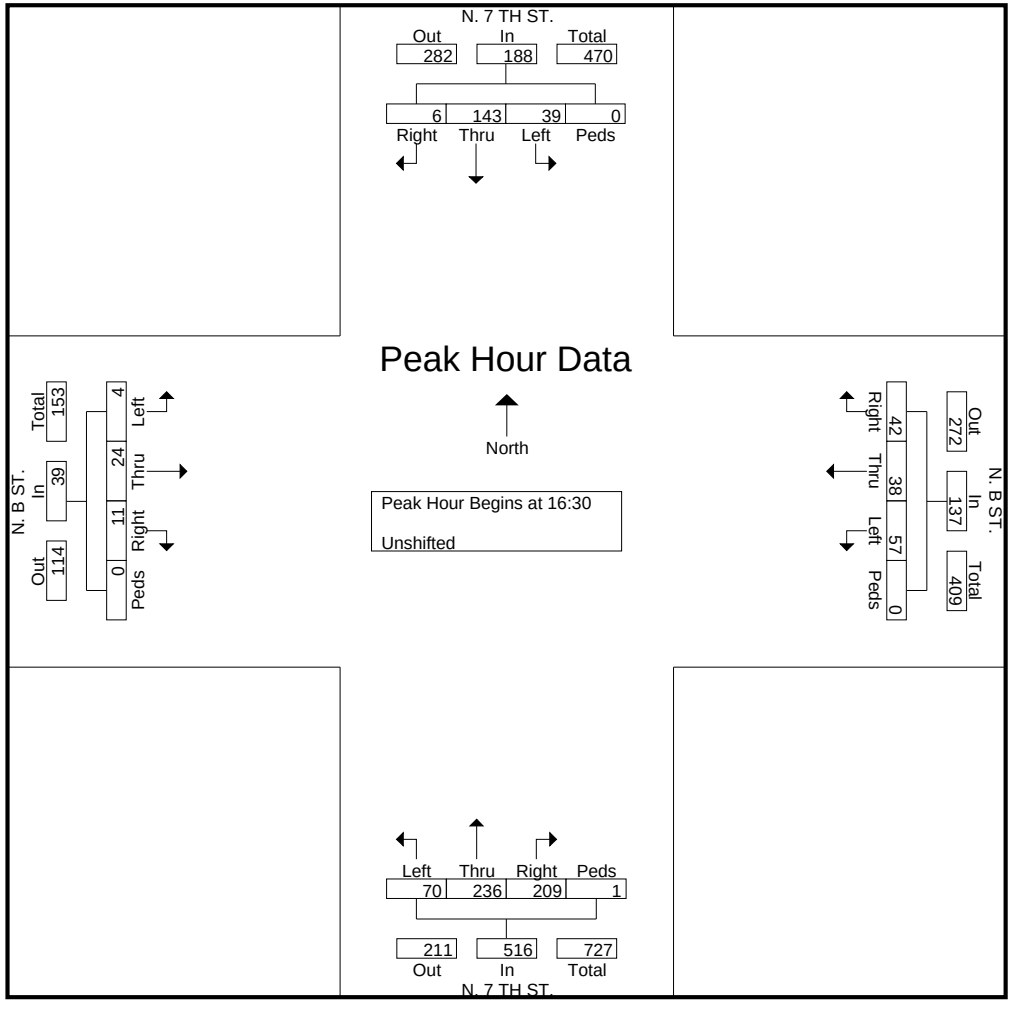
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	**14**	34	0	0	48	12	9	**12**	0	33	15	53	40	0	108	**1**	4	1	0	6	195
16:45	10	29	2	0	41	8	8	9	0	25	11	46	55	0	112	1	**9**	**6**	0	**16**	194
17:00	10	**50**	1	0	**61**	**20**	**12**	11	0	**43**	20	**73**	**58**	**1**	**152**	1	6	4	0	11	**267**
17:15	5	30	**3**	0	38	17	9	10	0	36	**24**	64	56	0	144	1	5	0	0	6	224
Total Volume	39	143	6	0	188	57	38	42	0	137	70	236	209	1	516	4	24	11	0	39	880
% App. Total	20.7	76.1	3.2	0		41.6	27.7	30.7	0		13.6	45.7	40.5	0.2		10.3	61.5	28.2	0		
PHF	.696	.715	.500	.000	.770	.713	.792	.875	.000	.797	.729	.808	.901	.250	.849	1.000	.667	.458	.000	.609	.824

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-017 F-7TH-N B
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-016 F-BERCUT-BANNON
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

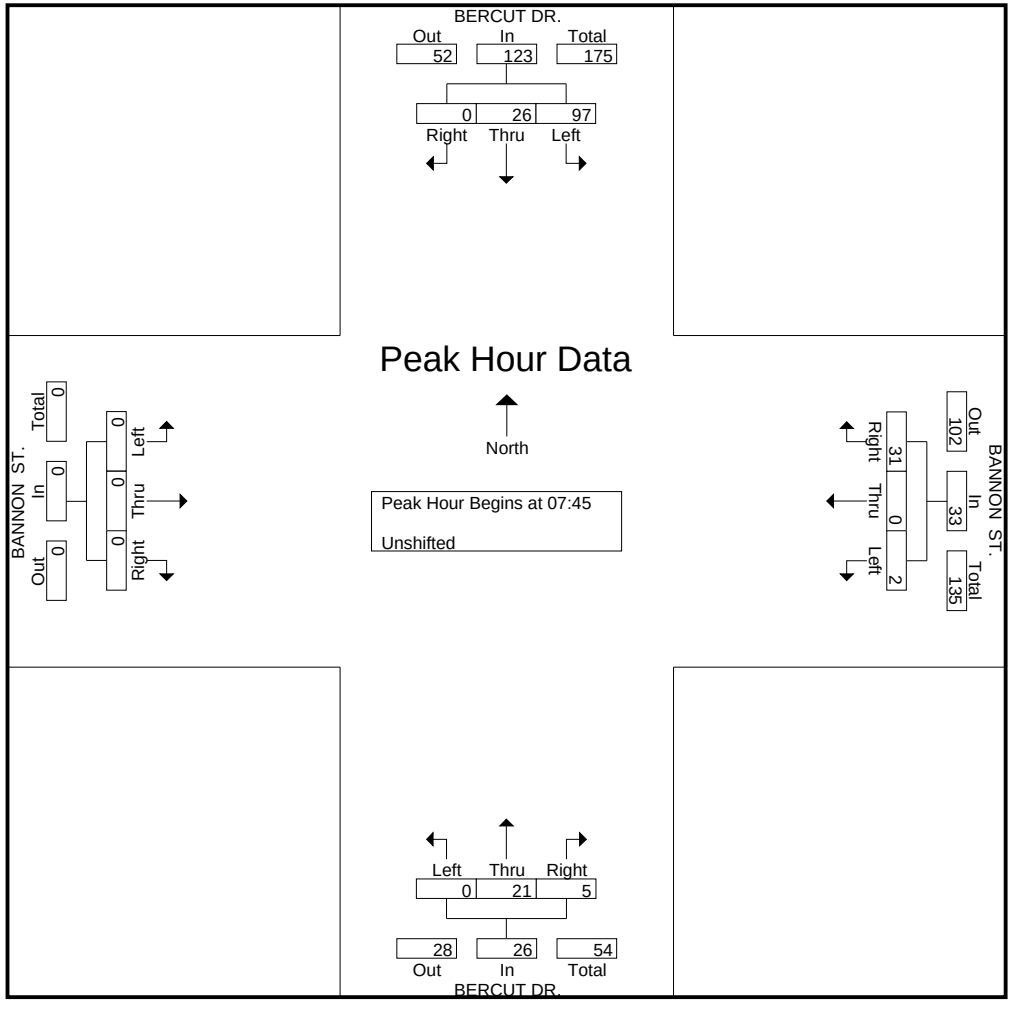
	BERCUT DR. Southbound				BANNON ST. Westbound				BERCUT DR. Northbound				BANNON ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	23	3	0	26	1	0	9	10	0	3	0	3	0	0	0	0	39
07:15	21	3	0	24	0	0	12	12	0	4	3	7	0	0	0	0	43
07:30	22	6	0	28	1	0	10	11	0	1	0	1	0	0	0	0	40
07:45	23	3	0	26	0	0	9	9	0	8	2	10	0	0	0	0	45
Total	89	15	0	104	2	0	40	42	0	16	5	21	0	0	0	0	167
08:00	32	5	0	37	0	0	8	8	0	4	1	5	0	0	0	0	50
08:15	23	12	0	35	1	0	6	7	0	3	1	4	0	0	0	0	46
08:30	19	6	0	25	1	0	8	9	0	6	1	7	0	0	0	0	41
08:45	13	5	0	18	0	0	8	8	0	4	1	5	0	0	0	0	31
Total	87	28	0	115	2	0	30	32	0	17	4	21	0	0	0	0	168
16:00	8	3	0	11	0	0	19	19	0	4	1	5	0	0	0	0	35
16:15	7	3	0	10	0	0	22	22	0	1	0	1	0	0	0	0	33
16:30	7	3	0	10	0	0	24	24	0	6	0	6	0	0	0	0	40
16:45	12	1	0	13	0	0	20	20	0	2	2	4	0	0	0	0	37
Total	34	10	0	44	0	0	85	85	0	13	3	16	0	0	0	0	145
17:00	10	1	0	11	0	0	35	35	0	5	1	6	0	0	0	0	52
17:15	4	3	0	7	0	0	40	40	0	5	0	5	0	0	0	0	52
17:30	10	0	0	10	0	0	28	28	0	6	0	6	0	0	0	0	44
17:45	9	8	0	17	0	0	16	16	0	3	0	3	0	0	0	0	36
Total	33	12	0	45	0	0	119	119	0	19	1	20	0	0	0	0	184
Grand Total	243	65	0	308	4	0	274	278	0	65	13	78	0	0	0	0	664
Apprch %	78.9	21.1	0		1.4	0	98.6		0	83.3	16.7		0	0	0		
Total %	36.6	9.8	0	46.4	0.6	0	41.3	41.9	0	9.8	2	11.7	0	0	0	0	

	BERCUT DR. Southbound				BANNON ST. Westbound				BERCUT DR. Northbound				BANNON ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	23	3	0	26	0	0	**9**	**9**	0	**8**	**2**	**10**	0	0	0	0	45
08:00	**32**	5	0	**37**	0	0	8	8	0	4	1	5	0	0	0	0	**50**
08:15	23	**12**	0	35	**1**	0	6	7	0	3	1	4	0	0	0	0	46
08:30	19	6	0	25	1	0	8	9	0	6	1	7	0	0	0	0	41
Total Volume	97	26	0	123	2	0	31	33	0	21	5	26	0	0	0	0	182
% App. Total	78.9	21.1	0		6.1	0	93.9		0	80.8	19.2		0	0	0		
PHF	.758	.542	.000	.831	.500	.000	.861	.917	.000	.656	.625	.650	.000	.000	.000	.000	.910

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-016 F-BERCUT-BANNON
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



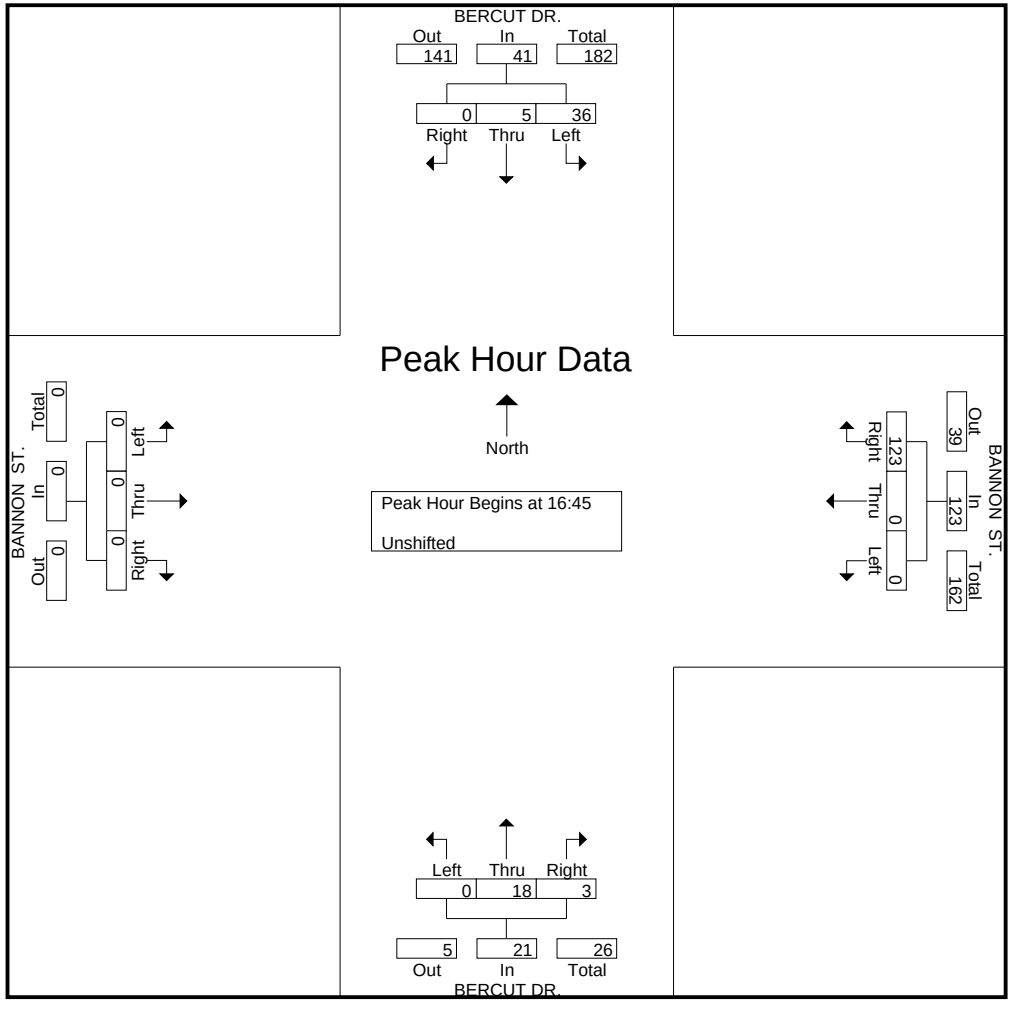
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	**12**	1	0	**13**	0	0	20	20	0	2	**2**	4	0	0	0	0	37
17:00	10	1	0	11	0	0	35	35	0	5	1	**6**	0	0	0	0	**52**
17:15	4	**3**	0	7	0	0	**40**	**40**	0	5	0	5	0	0	0	0	52
17:30	10	0	0	10	0	0	28	28	0	**6**	0	6	0	0	0	0	44
Total Volume	36	5	0	41	0	0	123	123	0	18	3	21	0	0	0	0	185
% App. Total	87.8	12.2	0		0	0	100		0	85.7	14.3		0	0	0		
PHF	.750	.417	.000	.788	.000	.000	.769	.769	.000	.750	.375	.875	.000	.000	.000	.000	.889

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-016 F-BERCUT-BANNON
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-014 F-16TH-BASLER
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

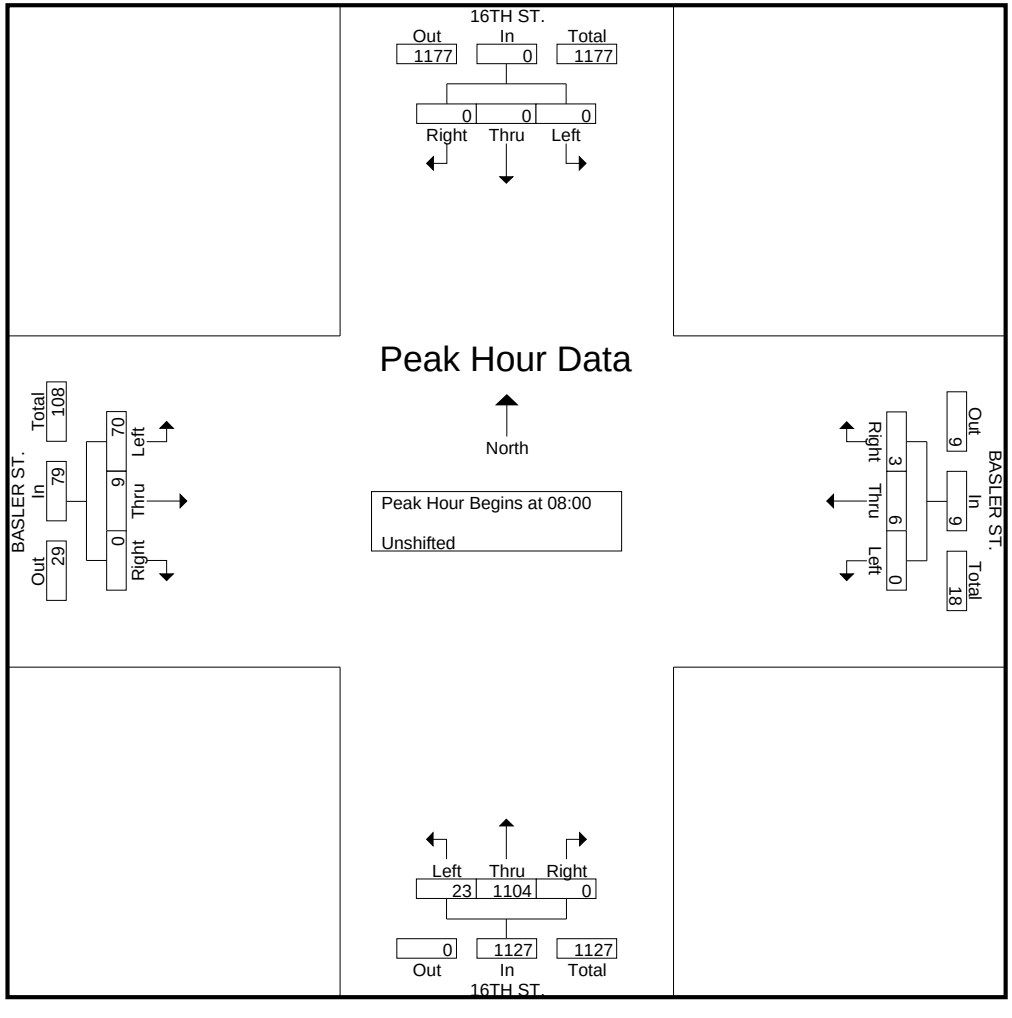
	16TH ST. Southbound				BASLER ST. Westbound				16TH ST. Northbound				BASLER ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	0	0	0	0	2	2	3	195	2	200	5	1	0	6	208
07:15	0	0	0	0	0	1	2	3	8	194	0	202	14	2	0	16	221
07:30	0	0	0	0	0	1	1	2	9	237	0	246	18	2	0	20	268
07:45	0	0	0	0	0	0	2	2	3	240	1	244	36	0	0	36	282
Total	0	0	0	0	0	2	7	9	23	866	3	892	73	5	0	78	979
08:00	0	0	0	0	0	1	1	2	5	280	0	285	18	1	0	19	306
08:15	0	0	0	0	0	2	1	3	6	304	0	310	19	2	0	21	334
08:30	0	0	0	0	0	0	0	0	6	255	0	261	13	5	0	18	279
08:45	0	0	0	0	0	3	1	4	6	265	0	271	20	1	0	21	296
Total	0	0	0	0	0	6	3	9	23	1104	0	1127	70	9	0	79	1215
16:00	0	0	0	0	0	3	9	12	7	753	4	764	24	4	0	28	804
16:15	0	0	0	0	0	1	8	9	9	817	2	828	25	4	0	29	866
16:30	0	0	0	0	0	4	5	9	8	888	4	900	22	3	0	25	934
16:45	0	0	0	0	0	3	3	6	3	929	1	933	37	2	0	39	978
Total	0	0	0	0	0	11	25	36	27	3387	11	3425	108	13	0	121	3582
17:00	0	0	0	0	0	3	4	7	1	975	0	976	46	4	0	50	1033
17:15	0	0	0	0	0	2	5	7	3	1023	2	1028	23	0	0	23	1058
17:30	0	0	0	0	0	2	2	4	2	971	2	975	54	4	0	58	1037
17:45	0	0	0	0	0	1	3	4	4	700	1	705	10	6	0	16	725
Total	0	0	0	0	0	8	14	22	10	3669	5	3684	133	14	0	147	3853
Grand Total	0	0	0	0	0	27	49	76	83	9026	19	9128	384	41	0	425	9629
Apprch %	0	0	0		0	35.5	64.5		0.9	98.9	0.2		90.4	9.6	0		
Total %	0	0	0	0	0	0.3	0.5	0.8	0.9	93.7	0.2	94.8	4	0.4	0	4.4	

	16TH ST. Southbound				BASLER ST. Westbound				16TH ST. Northbound				BASLER ST. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	0	0	0	0	1	**1**	2	5	280	0	285	18	1	0	19	306
08:15	0	0	0	0	0	2	1	3	**6**	**304**	0	**310**	19	2	0	**21**	**334**
08:30	0	0	0	0	0	0	0	0	6	255	0	261	13	**5**	0	18	279
08:45	0	0	0	0	0	**3**	1	**4**	6	265	0	271	**20**	1	0	21	296
Total Volume	0	0	0	0	0	6	3	9	23	1104	0	1127	70	9	0	79	1215
% App. Total	0	0	0		0	66.7	33.3		2	98	0		88.6	11.4	0		
PHF	.000	.000	.000	.000	.000	.500	.750	.563	.958	.908	.000	.909	.875	.450	.000	.940	.909

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-014 F-16TH-BASLER
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



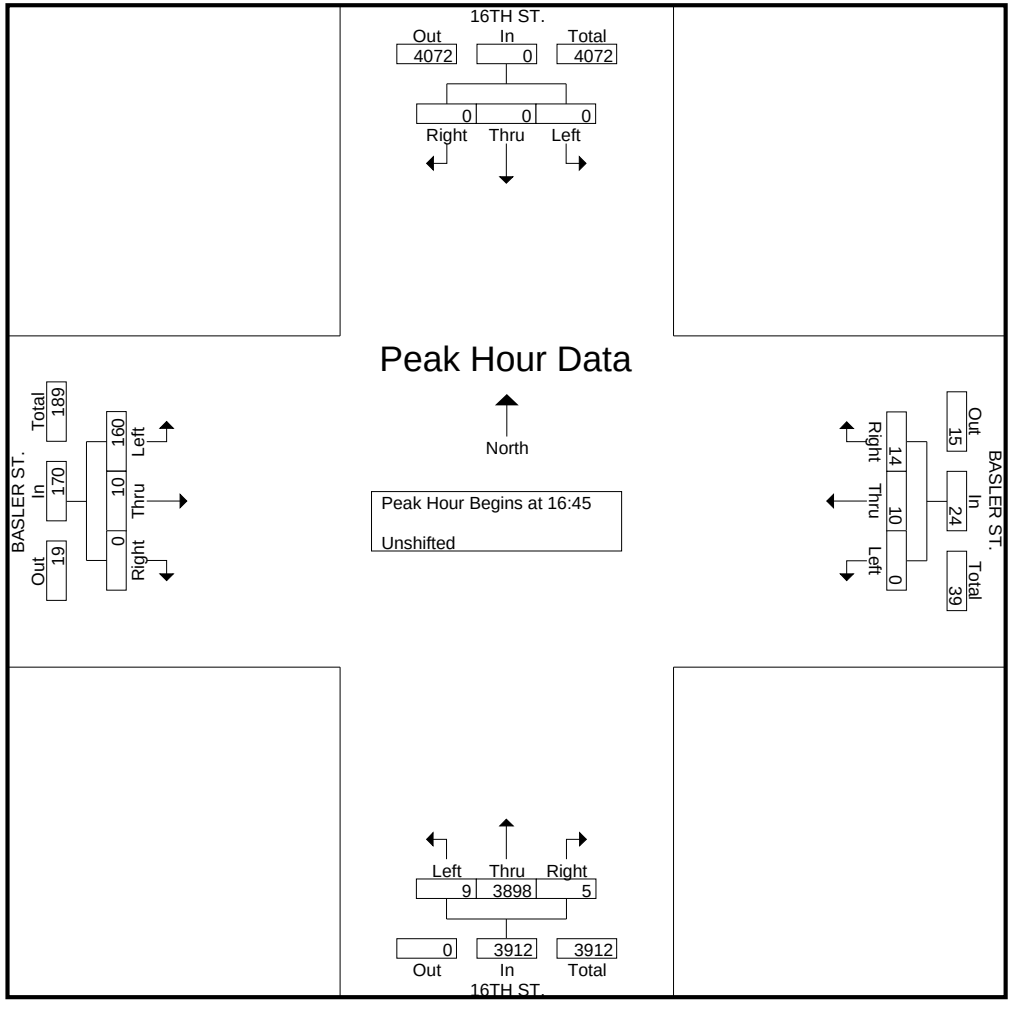
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	**3**	3	6	**3**	929	1	933	37	2	0	39	978
17:00	0	0	0	0	0	3	4	**7**	1	975	0	976	46	**4**	0	50	1033
17:15	0	0	0	0	0	2	**5**	7	3	**1023**	**2**	**1028**	23	0	0	23	**1058**
17:30	0	0	0	0	0	2	2	4	2	971	2	975	**54**	4	0	**58**	1037
Total Volume	0	0	0	0	0	10	14	24	9	3898	5	3912	160	10	0	170	4106
% App. Total	0	0	0		0	41.7	58.3		0.2	99.6	0.1		94.1	5.9	0		
PHF	.000	.000	.000	.000	.000	.833	.700	.857	.750	.953	.625	.951	.741	.625	.000	.733	.970

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-014 F-16TH-BASLER
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-013 F-SUNBEAM-12TH
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

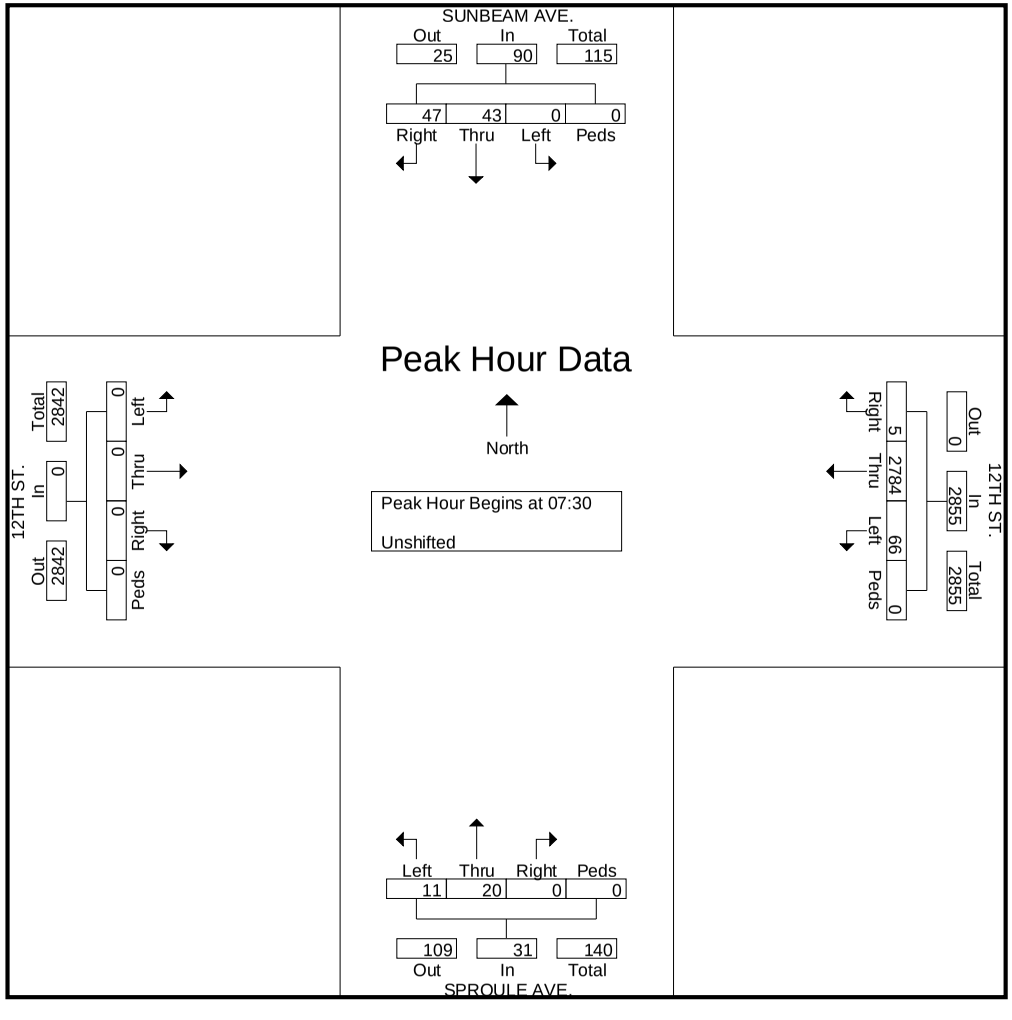
	SUNBEAM AVE. Southbound					12TH ST. Westbound					SPROULE AVE. Northbound					12TH ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	5	6	0	11	5	464	0	0	469	2	11	0	0	13	0	0	0	0	0	493
07:15	0	7	8	0	15	12	593	1	0	606	10	2	0	0	12	0	0	0	0	0	633
07:30	0	10	9	0	19	18	631	0	0	649	2	5	0	0	7	0	0	0	0	0	675
07:45	0	21	16	0	37	19	765	4	0	788	2	4	0	0	6	0	0	0	0	0	831
Total	0	43	39	0	82	54	2453	5	0	2512	16	22	0	0	38	0	0	0	0	0	2632
08:00	0	4	8	0	12	17	720	1	0	738	3	3	0	0	6	0	0	0	0	0	756
08:15	0	8	14	0	22	12	668	0	0	680	4	8	0	0	12	0	0	0	0	0	714
08:30	0	3	17	0	20	14	629	0	0	643	2	4	0	0	6	0	0	0	0	0	669
08:45	0	10	14	0	24	12	480	1	0	493	3	7	0	0	10	0	0	0	0	0	527
Total	0	25	53	0	78	55	2497	2	0	2554	12	22	0	0	34	0	0	0	0	0	2666
16:00	0	11	18	0	29	15	284	2	0	301	6	7	0	0	13	0	0	0	0	0	343
16:15	0	22	18	0	40	7	329	3	0	339	6	8	0	0	14	0	0	0	0	0	393
16:30	0	21	14	0	35	9	362	2	0	373	7	6	0	0	13	0	0	0	0	0	421
16:45	0	25	15	0	40	13	415	0	0	428	6	4	0	0	10	0	0	0	0	0	478
Total	0	79	65	0	144	44	1390	7	0	1441	25	25	0	0	50	0	0	0	0	0	1635
17:00	0	35	16	0	51	15	365	2	0	382	1	5	0	0	6	0	0	0	0	0	439
17:15	0	13	13	0	26	10	440	1	0	451	2	3	0	0	5	0	0	0	0	0	482
17:30	0	44	20	0	64	18	398	2	0	418	7	2	0	0	9	0	0	0	0	0	491
17:45	0	7	12	0	19	10	336	0	0	346	3	3	0	0	6	0	0	0	0	0	371
Total	0	99	61	0	160	53	1539	5	0	1597	13	13	0	0	26	0	0	0	0	0	1783
Grand Total	0	246	218	0	464	206	7879	19	0	8104	66	82	0	0	148	0	0	0	0	0	8716
Apprch %	0	53	47	0		2.5	97.2	0.2	0		44.6	55.4	0	0		0	0	0	0		
Total %	0	2.8	2.5	0	5.3	2.4	90.4	0.2	0	93	0.8	0.9	0	0	1.7	0	0	0	0	0	

	SUNBEAM AVE. Southbound					12TH ST. Westbound					SPROULE AVE. Northbound					12TH ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	10	9	0	19	18	631	0	0	649	2	5	0	0	7	0	0	0	0	0	675
07:45	0	**21**	**16**	0	**37**	**19**	**765**	**4**	0	**788**	2	4	0	0	6	0	0	0	0	0	**831**
08:00	0	4	8	0	12	17	720	1	0	738	3	3	0	0	6	0	0	0	0	0	756
08:15	0	8	14	0	22	12	668	0	0	680	**4**	**8**	0	0	**12**	0	0	0	0	0	714
Total Volume	0	43	47	0	90	66	2784	5	0	2855	11	20	0	0	31	0	0	0	0	0	2976
% App. Total	0	47.8	52.2	0		2.3	97.5	0.2	0		35.5	64.5	0	0		0	0	0	0		
PHF	.000	.512	.734	.000	.608	.868	.910	.313	.000	.906	.688	.625	.000	.000	.646	.000	.000	.000	.000	.000	.895

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-013 F-SUNBEAM-12TH
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



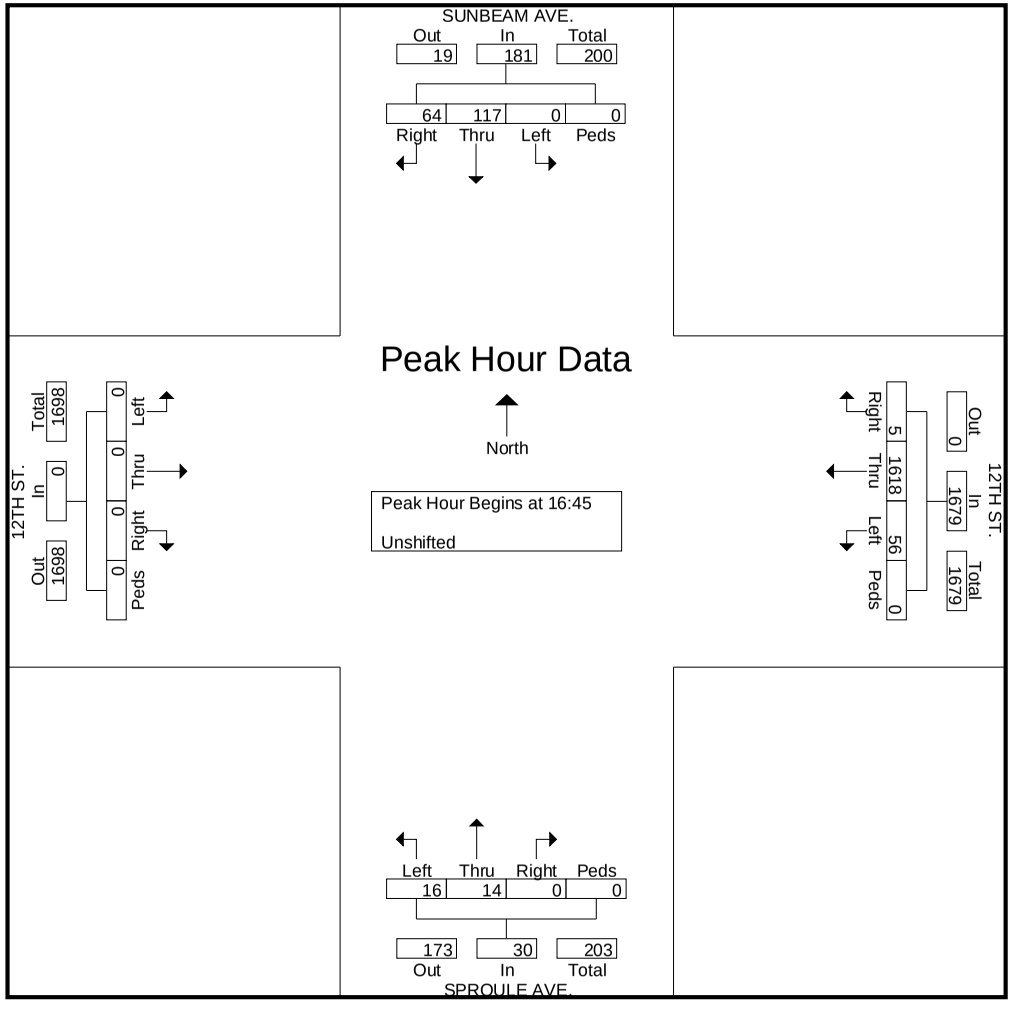
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	25	15	0	40	13	415	0	0	428	6	4	0	0	**10**	0	0	0	0	0	478
17:00	0	35	16	0	51	15	365	**2**	0	382	1	**5**	0	0	6	0	0	0	0	0	439
17:15	0	13	13	0	26	10	**440**	1	0	**451**	2	3	0	0	5	0	0	0	0	0	482
17:30	0	**44**	**20**	0	**64**	**18**	398	2	0	418	**7**	2	0	0	9	0	0	0	0	0	**491**
Total Volume	0	117	64	0	181	56	1618	5	0	1679	16	14	0	0	30	0	0	0	0	0	1890
% App. Total	0	64.6	35.4	0		3.3	96.4	0.3	0		53.3	46.7	0	0		0	0	0	0		
PHF	.000	.665	.800	.000	.707	.778	.919	.625	.000	.931	.571	.700	.000	.000	.750	.000	.000	.000	.000	.000	.962

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-013 F-SUNBEAM-12TH
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-012 F-10TH-VINE
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

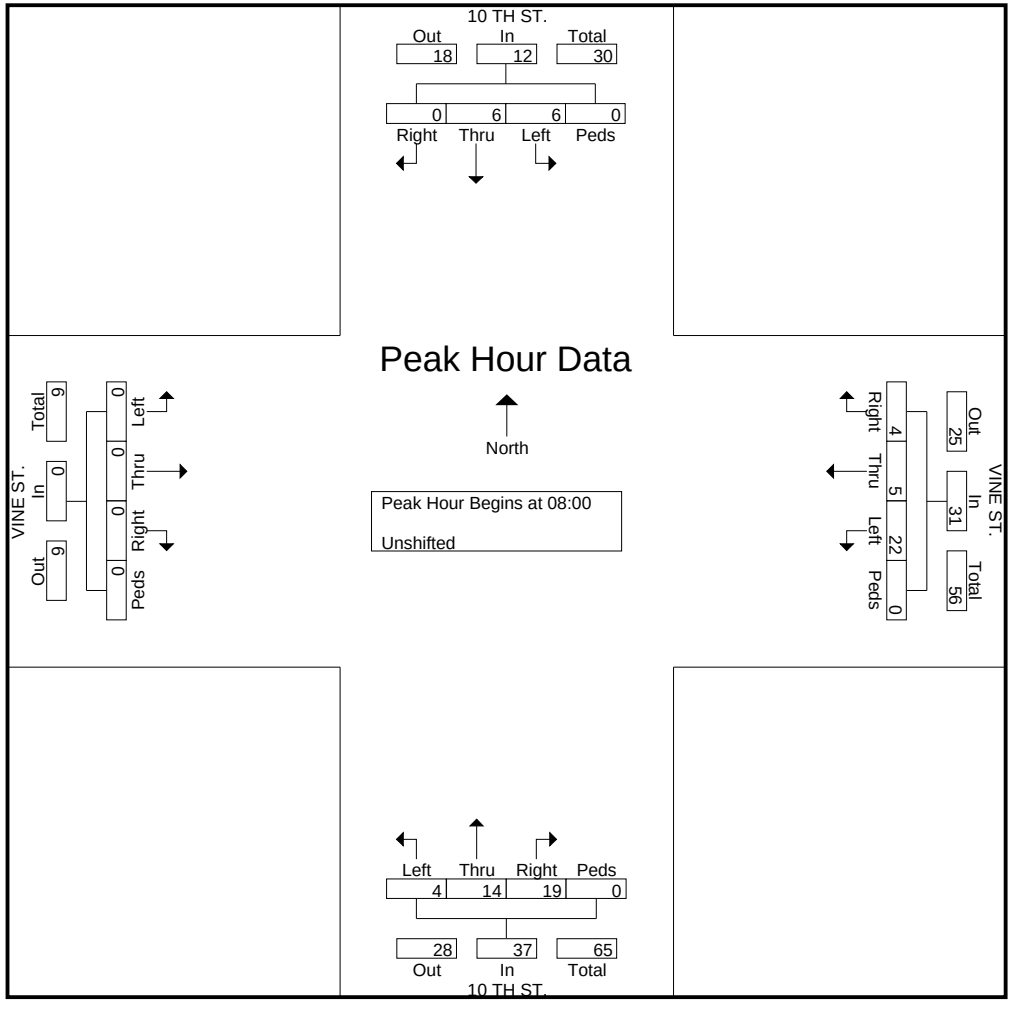
	10 TH ST. Southbound					VINE ST. Westbound					10 TH ST. Northbound					VINE ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	0	0	0	3	2	2	0	7	0	3	0	0	3	0	0	0	0	0	10
07:15	0	0	0	0	0	4	0	0	0	4	0	1	4	0	5	0	0	0	0	0	9
07:30	0	2	0	0	2	2	1	2	0	5	0	8	1	0	9	0	0	0	0	0	16
07:45	0	2	0	0	2	5	2	1	0	8	0	7	4	0	11	0	0	0	0	0	21
Total	0	4	0	0	4	14	5	5	0	24	0	19	9	0	28	0	0	0	0	0	56
08:00	1	2	0	0	3	5	1	0	0	6	1	3	3	0	7	0	0	0	0	0	16
08:15	3	0	0	0	3	8	2	2	0	12	1	4	3	0	8	0	0	0	0	0	23
08:30	0	2	0	0	2	5	1	1	0	7	1	1	7	0	9	0	0	0	0	0	18
08:45	2	2	0	0	4	4	1	1	0	6	1	6	6	0	13	0	0	0	0	0	23
Total	6	6	0	0	12	22	5	4	0	31	4	14	19	0	37	0	0	0	0	0	80
16:00	0	9	0	0	9	3	0	2	0	5	0	2	3	0	5	0	0	0	0	0	19
16:15	1	5	0	0	6	3	0	1	0	4	0	6	1	0	7	0	0	1	0	1	18
16:30	0	13	0	0	13	6	0	0	0	6	0	0	3	0	3	0	0	0	0	0	22
16:45	0	7	0	0	7	2	0	1	0	3	0	3	6	0	9	0	2	2	0	4	23
Total	1	34	0	0	35	14	0	4	0	18	0	11	13	0	24	0	2	3	0	5	82
17:00	1	6	0	0	7	9	0	2	0	11	0	3	5	0	8	0	0	3	0	3	29
17:15	0	3	0	0	3	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	7
17:30	0	0	0	0	0	4	0	0	0	4	0	3	4	0	7	0	0	0	0	0	11
17:45	1	8	0	0	9	1	0	1	0	2	2	2	2	0	6	0	1	1	0	2	19
Total	2	17	0	0	19	17	0	3	0	20	2	9	11	0	22	0	1	4	0	5	66
Grand Total	9	61	0	0	70	67	10	16	0	93	6	53	52	0	111	0	3	7	0	10	284
Apprch %	12.9	87.1	0	0		72	10.8	17.2	0		5.4	47.7	46.8	0		0	30	70	0		
Total %	3.2	21.5	0	0	24.6	23.6	3.5	5.6	0	32.7	2.1	18.7	18.3	0	39.1	0	1.1	2.5	0	3.5	

	10 TH ST. Southbound					VINE ST. Westbound					10 TH ST. Northbound					VINE ST. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	1	**2**	0	0	3	5	1	0	0	6	**1**	3	3	0	7	0	0	0	0	0	16
08:15	**3**	0	0	0	3	**8**	**2**	**2**	0	**12**	1	4	3	0	8	0	0	0	0	0	**23**
08:30	0	2	0	0	2	5	1	1	0	7	1	1	**7**	0	9	0	0	0	0	0	18
08:45	2	2	0	0	**4**	4	1	1	0	6	1	**6**	6	0	**13**	0	0	0	0	0	23
Total Volume	6	6	0	0	12	22	5	4	0	31	4	14	19	0	37	0	0	0	0	0	80
% App. Total	50	50	0	0		71	16.1	12.9	0		10.8	37.8	51.4	0		0	0	0	0		
PHF	.500	.750	.000	.000	.750	.688	.625	.500	.000	.646	1.000	.583	.679	.000	.712	.000	.000	.000	.000	.000	.870

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-012 F-10TH-VINE
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



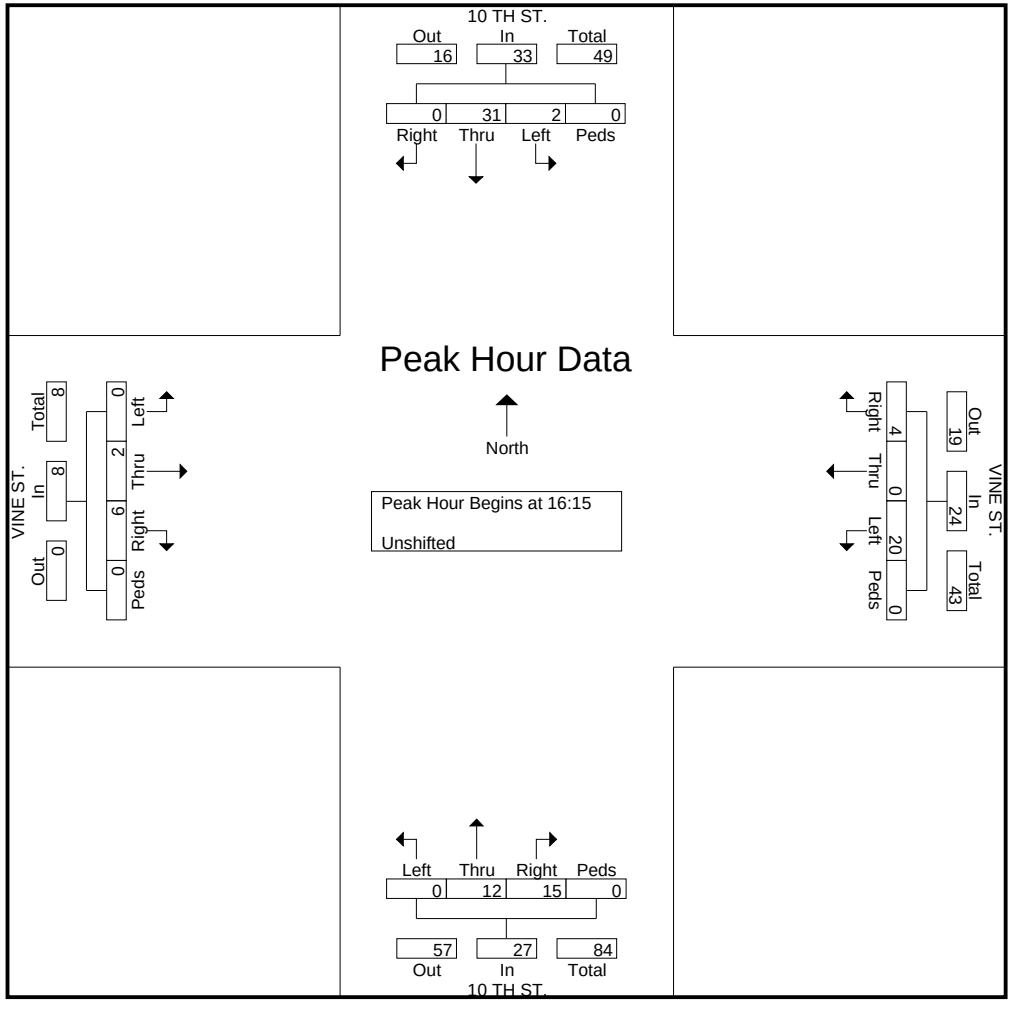
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:15

16:15	**1**	5	0	0	6	3	0	1	0	4	0	**6**	1	0	7	0	0	1	0	1	18
16:30	0	**13**	0	0	**13**	6	0	0	0	6	0	0	3	0	3	0	0	0	0	0	22
16:45	0	7	0	0	7	2	0	1	0	3	0	3	**6**	0	**9**	0	**2**	2	0	**4**	23
17:00	1	6	0	0	7	**9**	0	**2**	0	**11**	0	3	5	0	8	0	0	**3**	0	3	**29**
Total Volume	2	31	0	0	33	20	0	4	0	24	0	12	15	0	27	0	2	6	0	8	92
% App. Total	6.1	93.9	0	0		83.3	0	16.7	0		0	44.4	55.6	0		0	25	75	0		
PHF	.500	.596	.000	.000	.635	.556	.000	.500	.000	.545	.000	.500	.625	.000	.750	.000	.250	.500	.000	.500	.793

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-012 F-10TH-VINE
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-011 F-12TH-RICH
Site Code : 00000000
Start Date : 02/04/2009
Page No : 1

Groups Printed- Unshifted

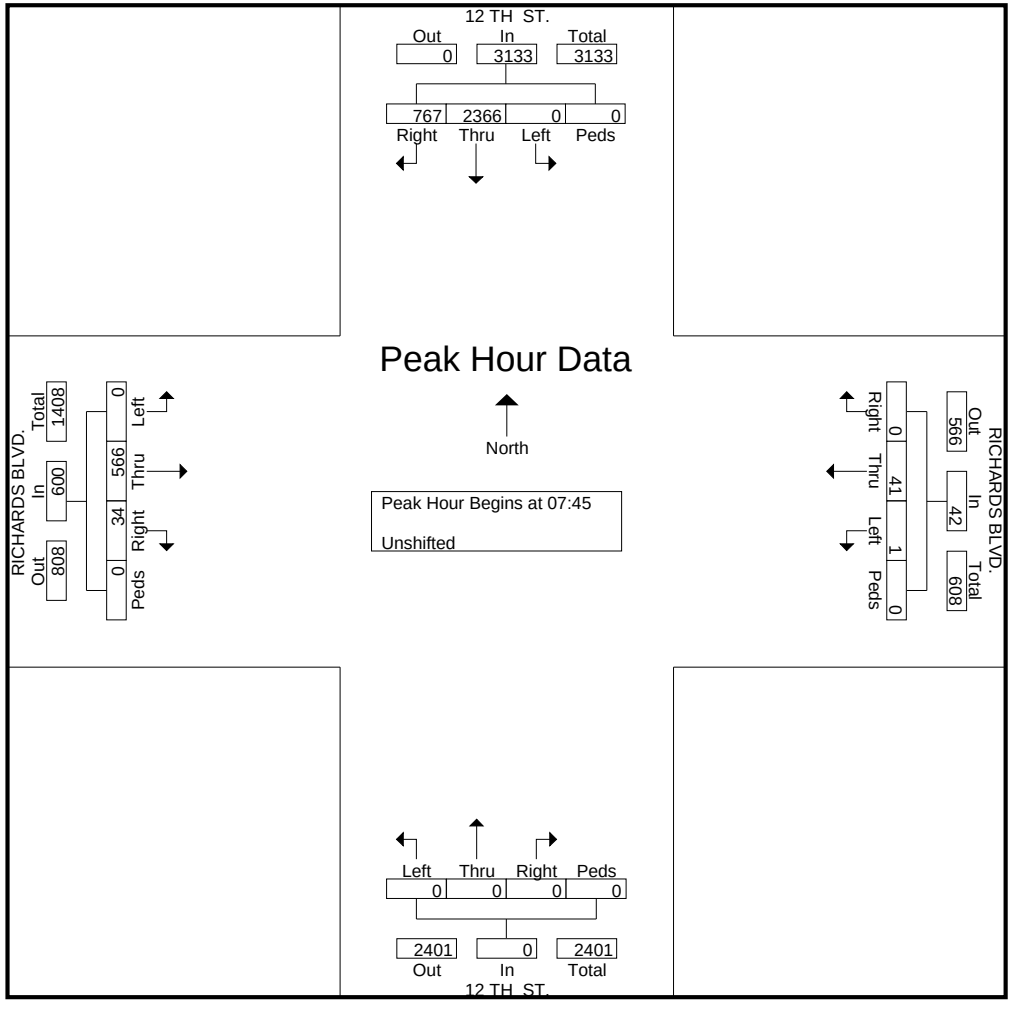
	12 TH ST. Southbound					RICHARDS BLVD. Westbound					12 TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	427	159	0	586	1	8	0	0	9	0	0	0	0	0	0	75	8	0	83	678
07:15	0	472	189	0	661	1	1	0	0	2	0	0	0	0	0	0	132	12	0	144	807
07:30	0	480	204	0	684	3	9	0	0	12	0	0	0	0	0	0	113	8	0	121	817
07:45	0	763	249	0	1012	0	8	0	0	8	0	0	0	0	0	0	151	12	0	163	1183
Total	0	2142	801	0	2943	5	26	0	0	31	0	0	0	0	0	0	471	40	0	511	3485
08:00	0	530	179	0	709	0	15	0	0	15	0	0	0	0	0	0	140	6	0	146	870
08:15	0	495	176	0	671	0	10	0	0	10	0	0	0	0	0	0	138	7	0	145	826
08:30	0	578	163	0	741	1	8	0	0	9	0	0	0	0	0	0	137	9	0	146	896
08:45	0	424	152	0	576	0	15	0	0	15	0	0	0	0	0	0	145	9	0	154	745
Total	0	2027	670	0	2697	1	48	0	0	49	0	0	0	0	0	0	560	31	0	591	3337
16:00	0	351	205	0	556	1	9	0	0	10	0	0	0	0	0	0	141	15	0	156	722
16:15	0	335	203	0	538	3	9	0	0	12	0	0	0	0	0	0	146	13	0	159	709
16:30	0	312	196	0	508	0	7	0	0	7	0	0	0	0	0	0	130	13	0	143	658
16:45	0	324	212	0	536	4	8	0	0	12	0	0	0	0	0	0	143	15	0	158	706
Total	0	1322	816	0	2138	8	33	0	0	41	0	0	0	0	0	0	560	56	0	616	2795
17:00	0	336	221	0	557	2	12	0	0	14	0	0	0	0	0	0	140	15	0	155	726
17:15	0	414	202	0	616	4	6	0	0	10	0	0	0	0	0	0	118	12	0	130	756
17:30	0	345	177	0	522	2	4	0	0	6	0	0	0	0	0	0	136	9	0	145	673
17:45	0	299	138	0	437	0	8	0	0	8	0	0	0	0	0	0	150	9	0	159	604
Total	0	1394	738	0	2132	8	30	0	0	38	0	0	0	0	0	0	544	45	0	589	2759
Grand Total	0	6885	3025	0	9910	22	137	0	0	159	0	0	0	0	0	0	2135	172	0	2307	12376
Apprch %	0	69.5	30.5	0		13.8	86.2	0	0		0	0	0	0		0	92.5	7.5	0		
Total %	0	55.6	24.4	0	80.1	0.2	1.1	0	0	1.3	0	0	0	0	0	0	17.3	1.4	0	18.6	

	12 TH ST. Southbound					RICHARDS BLVD. Westbound					12 TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	0	**763**	**249**	0	**1012**	0	8	0	0	8	0	0	0	0	0	0	**151**	**12**	0	**163**	**1183**
08:00	0	530	179	0	709	0	**15**	0	0	**15**	0	0	0	0	0	0	140	6	0	146	870
08:15	0	495	176	0	671	0	10	0	0	10	0	0	0	0	0	0	138	7	0	145	826
08:30	0	578	163	0	741	**1**	8	0	0	9	0	0	0	0	0	0	137	9	0	146	896
Total Volume	0	2366	767	0	3133	1	41	0	0	42	0	0	0	0	0	0	566	34	0	600	3775
% App. Total	0	75.5	24.5	0		2.4	97.6	0	0		0	0	0	0		0	94.3	5.7	0		
PHF	.000	.775	.770	.000	.774	.250	.683	.000	.000	.700	.000	.000	.000	.000	.000	.000	.937	.708	.000	.920	.798

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-011 F-12TH-RICH
Site Code : 00000000
Start Date : 02/04/2009
Page No : 2



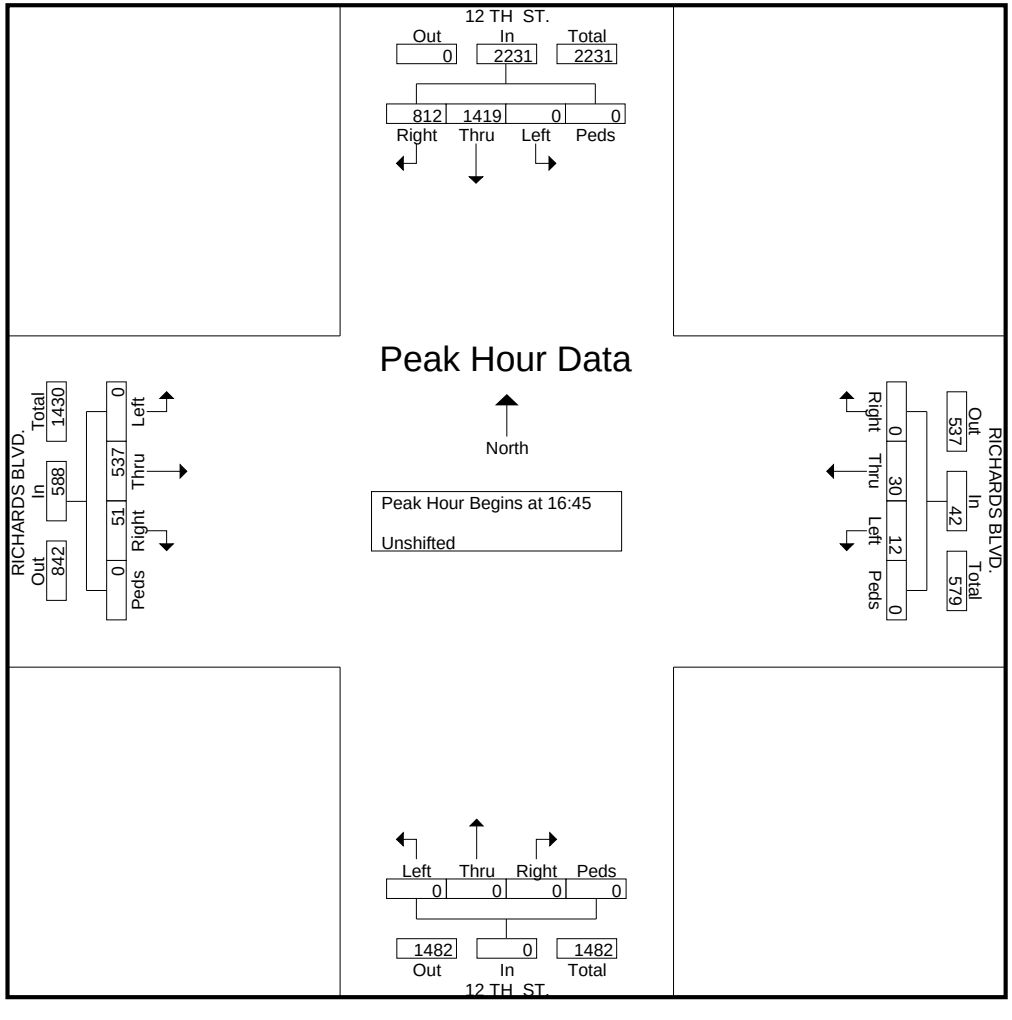
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	324	212	0	536	**4**	8	0	0	12	0	0	0	0	0	0	**143**	**15**	0	**158**	706
17:00	0	336	**221**	0	557	2	**12**	0	0	**14**	0	0	0	0	0	0	140	15	0	155	726
17:15	0	**414**	202	0	**616**	4	6	0	0	10	0	0	0	0	0	0	118	12	0	130	**756**
17:30	0	345	177	0	522	2	4	0	0	6	0	0	0	0	0	0	136	9	0	145	673
Total Volume	0	1419	812	0	2231	12	30	0	0	42	0	0	0	0	0	0	537	51	0	588	2861
% App. Total	0	63.6	36.4	0		28.6	71.4	0	0		0	0	0	0		0	91.3	8.7	0		
PHF	.000	.857	.919	.000	.905	.750	.625	.000	.000	.750	.000	.000	.000	.000	.000	.000	.939	.850	.000	.930	.946

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-011 F-12TH-RICH
Site Code : 00000000
Start Date : 02/04/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-011 day 2 F-16TH-RICH
Site Code : 00000000
Start Date : 02/05/2009
Page No : 1

Groups Printed- Unshifted

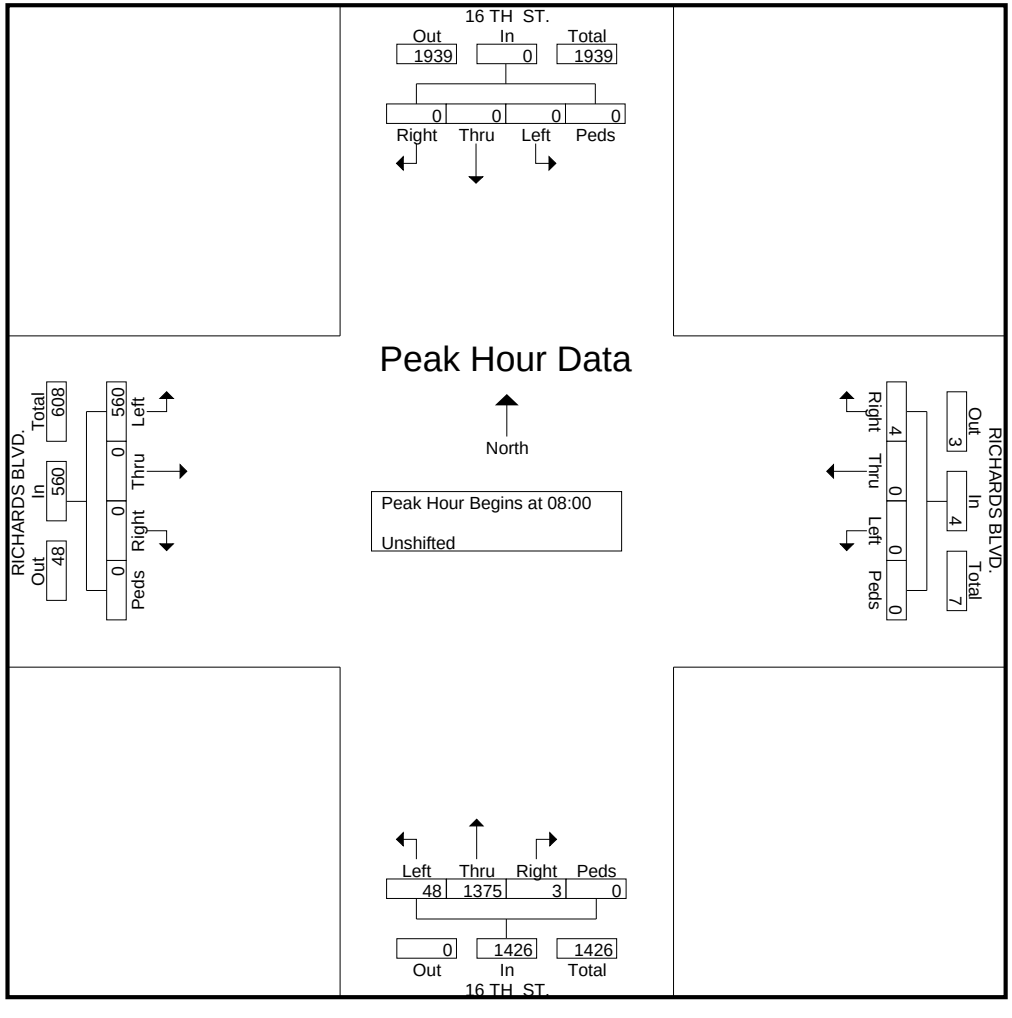
	16 TH ST. Southbound					RICHARDS BLVD. Westbound					16 TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	0	0	0	0	0	1	0	1	9	188	0	0	197	75	0	0	0	75	273
07:15	0	0	0	0	0	0	0	0	0	0	2	178	0	0	180	132	0	0	0	132	312
07:30	0	0	0	0	0	0	2	2	0	4	10	246	4	0	260	114	0	0	0	114	378
07:45	0	0	0	0	0	0	0	0	0	0	8	284	1	0	293	150	0	0	0	150	443
Total	0	0	0	0	0	0	2	3	0	5	29	896	5	0	930	471	0	0	0	471	1406
08:00	0	0	0	0	0	0	0	2	0	2	15	306	0	0	321	142	0	0	0	142	465
08:15	0	0	0	0	0	0	0	0	0	0	10	368	0	0	378	136	0	0	0	136	514
08:30	0	0	0	0	0	0	0	1	0	1	8	358	2	0	368	138	0	0	0	138	507
08:45	0	0	0	0	0	0	0	1	0	1	15	343	1	0	359	144	0	0	0	144	504
Total	0	0	0	0	0	0	0	4	0	4	48	1375	3	0	1426	560	0	0	0	560	1990
16:00	0	0	0	0	0	0	0	2	0	2	10	864	5	0	879	143	0	0	0	143	1024
16:15	0	0	0	0	0	0	2	3	0	5	10	863	4	0	877	144	0	0	0	144	1026
16:30	0	0	0	0	0	0	0	1	0	1	7	1079	5	0	1091	129	0	0	0	129	1221
16:45	0	0	0	0	0	0	5	4	0	9	3	1098	6	0	1107	144	0	0	0	144	1260
Total	0	0	0	0	0	0	7	10	0	17	30	3904	20	0	3954	560	0	0	0	560	4531
17:00	0	0	0	0	0	0	2	3	0	5	12	1059	1	0	1072	141	0	0	0	141	1218
17:15	0	0	0	0	0	0	3	0	0	3	7	1121	2	0	1130	117	0	0	0	117	1250
17:30	0	0	0	0	0	0	0	0	0	0	6	1145	2	0	1153	136	0	0	0	136	1289
17:45	0	0	0	0	0	0	0	0	0	0	8	808	0	0	816	150	0	0	0	150	966
Total	0	0	0	0	0	0	5	3	0	8	33	4133	5	0	4171	544	0	0	0	544	4723
Grand Total	0	0	0	0	0	0	14	20	0	34	140	10308	33	0	10481	2135	0	0	0	2135	12650
Apprch %	0	0	0	0		0	41.2	58.8	0		1.3	98.3	0.3	0		100	0	0	0		
Total %	0	0	0	0	0	0	0.1	0.2	0	0.3	1.1	81.5	0.3	0	82.9	16.9	0	0	0	16.9	

	16 TH ST. Southbound					RICHARDS BLVD. Westbound					16 TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	0	0	0	0	0	**2**	0	**2**	**15**	306	0	0	321	142	0	0	0	142	465
08:15	0	0	0	0	0	0	0	0	0	0	10	**368**	0	0	**378**	136	0	0	0	136	**514**
08:30	0	0	0	0	0	0	0	1	0	1	8	358	**2**	0	368	138	0	0	0	138	507
08:45	0	0	0	0	0	0	0	1	0	1	15	343	1	0	359	**144**	0	0	0	**144**	504
Total Volume	0	0	0	0	0	0	0	4	0	4	48	1375	3	0	1426	560	0	0	0	560	1990
% App. Total	0	0	0	0		0	0	100	0		3.4	96.4	0.2	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.800	.934	.375	.000	.943	.972	.000	.000	.000	.972	.968

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-011 day 2 F-16TH-RICH
Site Code : 00000000
Start Date : 02/05/2009
Page No : 2



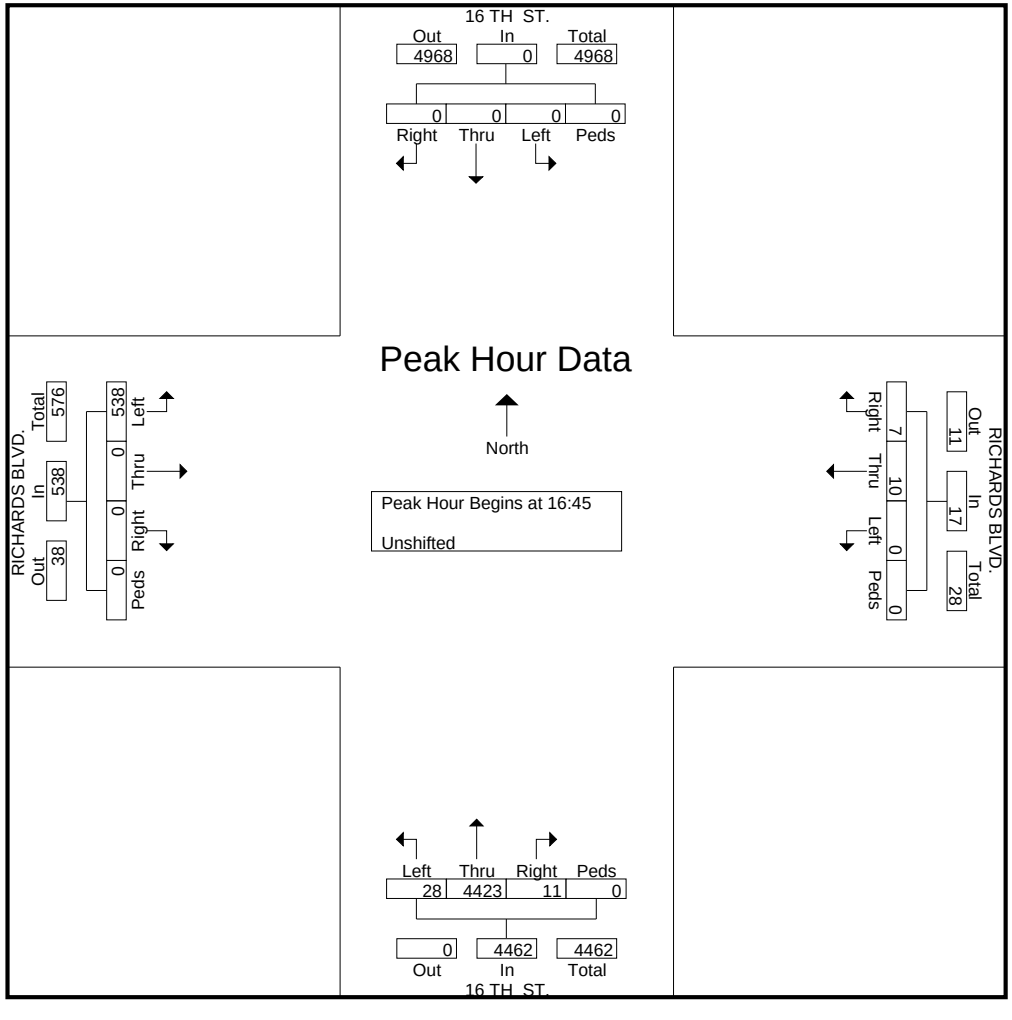
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	0	**5**	**4**	0	**9**	3	1098	**6**	0	1107	**144**	0	0	0	**144**	1260
17:00	0	0	0	0	0	0	2	3	0	5	**12**	1059	1	0	1072	141	0	0	0	141	1218
17:15	0	0	0	0	0	0	3	0	0	3	7	1121	2	0	1130	117	0	0	0	117	1250
17:30	0	0	0	0	0	0	0	0	0	0	6	**1145**	2	0	**1153**	136	0	0	0	136	**1289**
Total Volume	0	0	0	0	0	0	10	7	0	17	28	4423	11	0	4462	538	0	0	0	538	5017
% App. Total	0	0	0	0		0	58.8	41.2	0		0.6	99.1	0.2	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.438	.000	.472	.583	.966	.458	.000	.967	.934	.000	.000	.000	.934	.973

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-011 day 2 F-16TH-RICH
Site Code : 00000000
Start Date : 02/05/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-010 F-VINE-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

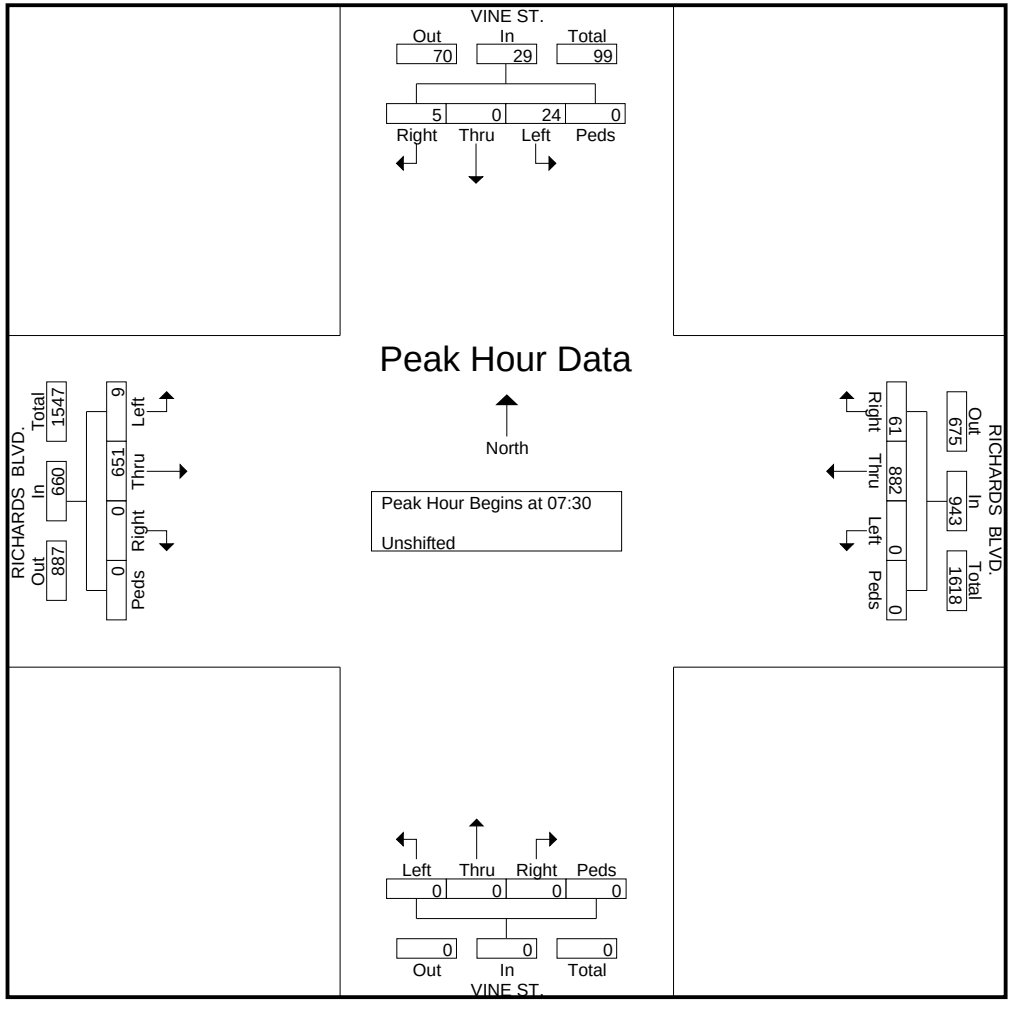
	VINE ST. Southbound					RICHARDS BLVD. Westbound					VINE ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	1	0	1	0	2	0	129	11	0	140	0	0	0	0	0	4	102	0	0	106	248
07:15	4	0	1	0	5	0	186	7	0	193	0	0	0	0	0	4	153	0	0	157	355
07:30	2	0	0	0	2	0	205	10	0	215	0	0	0	0	0	0	177	0	0	177	394
07:45	0	0	1	0	1	0	242	11	0	253	0	0	0	0	0	2	162	0	0	164	418
Total	7	0	3	0	10	0	762	39	0	801	0	0	0	0	0	10	594	0	0	604	1415
08:00	6	0	2	0	8	0	231	21	0	252	0	0	0	0	0	4	152	0	0	156	416
08:15	16	0	2	0	18	0	204	19	0	223	0	0	0	0	0	3	160	0	0	163	404
08:30	8	0	0	0	8	0	144	7	0	151	0	0	0	0	0	1	171	0	0	172	331
08:45	6	0	0	0	6	0	150	20	0	170	0	0	0	0	0	1	160	0	0	161	337
Total	36	0	4	0	40	0	729	67	0	796	0	0	0	0	0	9	643	0	0	652	1488
16:00	7	0	2	0	9	0	190	5	0	195	0	0	0	0	0	1	179	0	0	180	384
16:15	4	0	2	0	6	0	183	9	0	192	0	0	0	0	0	2	184	0	0	186	384
16:30	6	0	1	0	7	0	191	2	0	193	0	0	0	0	0	3	181	0	0	184	384
16:45	7	0	3	0	10	0	216	6	0	222	0	0	0	0	0	0	186	0	0	186	418
Total	24	0	8	0	32	0	780	22	0	802	0	0	0	0	0	6	730	0	0	736	1570
17:00	10	0	6	0	16	0	231	4	0	235	0	0	0	0	0	0	173	0	0	173	424
17:15	5	0	3	0	8	0	208	3	0	211	0	0	0	0	0	2	183	0	0	185	404
17:30	3	0	3	0	6	0	175	1	0	176	0	0	0	0	0	1	171	0	0	172	354
17:45	4	0	1	0	5	0	186	3	0	189	0	0	0	0	0	1	156	0	0	157	351
Total	22	0	13	0	35	0	800	11	0	811	0	0	0	0	0	4	683	0	0	687	1533
Grand Total	89	0	28	0	117	0	3071	139	0	3210	0	0	0	0	0	29	2650	0	0	2679	6006
Apprch %	76.1	0	23.9	0		0	95.7	4.3	0		0	0	0	0		1.1	98.9	0	0		
Total %	1.5	0	0.5	0	1.9	0	51.1	2.3	0	53.4	0	0	0	0	0	0.5	44.1	0	0	44.6	

	VINE ST. Southbound					RICHARDS BLVD. Westbound					VINE ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	2	0	0	0	2	0	205	10	0	215	0	0	0	0	0	0	**177**	0	0	**177**	394
07:45	0	0	1	0	1	0	**242**	11	0	**253**	0	0	0	0	0	2	162	0	0	164	**418**
08:00	6	0	**2**	0	8	0	231	**21**	0	252	0	0	0	0	0	**4**	152	0	0	156	416
08:15	**16**	0	2	0	**18**	0	204	19	0	223	0	0	0	0	0	3	160	0	0	163	404
Total Volume	24	0	5	0	29	0	882	61	0	943	0	0	0	0	0	9	651	0	0	660	1632
% App. Total	82.8	0	17.2	0		0	93.5	6.5	0		0	0	0	0		1.4	98.6	0	0		
PHF	.375	.000	.625	.000	.403	.000	.911	.726	.000	.932	.000	.000	.000	.000	.000	.563	.919	.000	.000	.932	.976

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-010 F-VINE-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



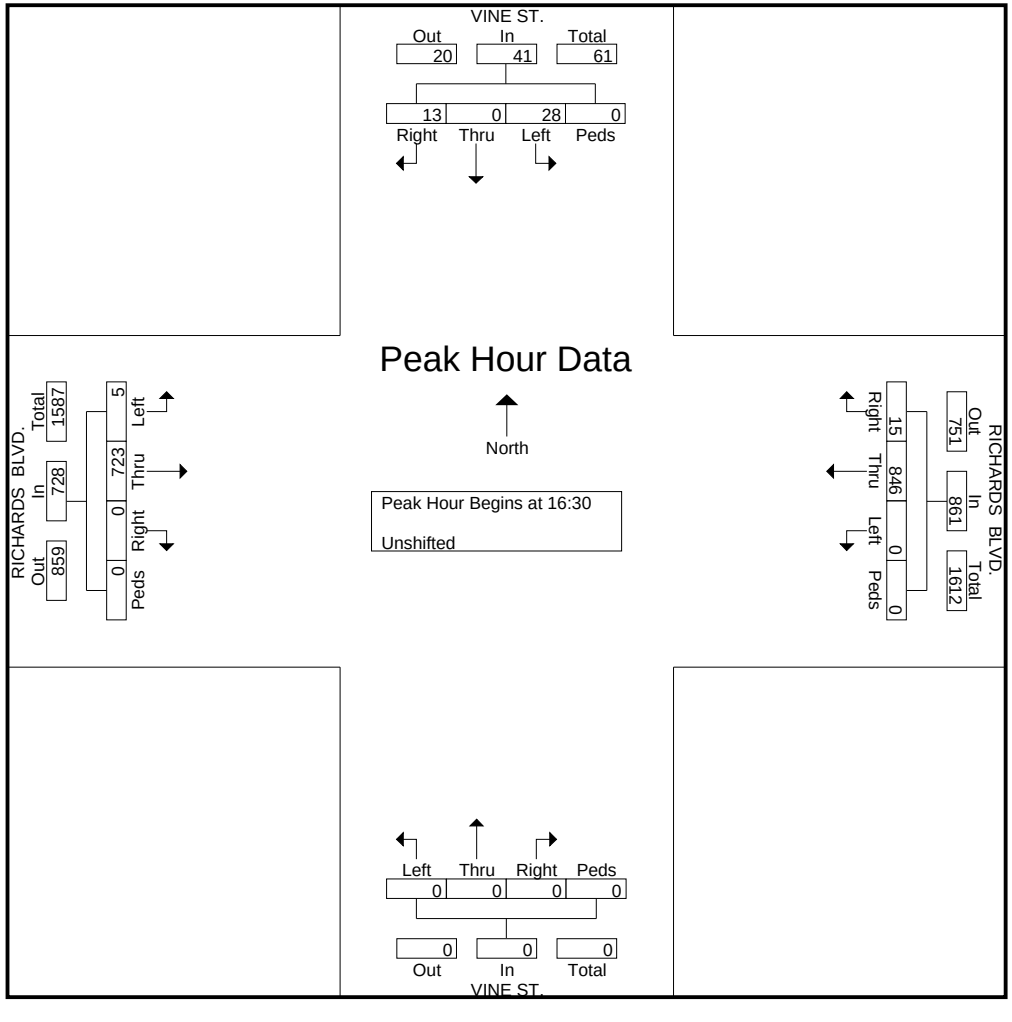
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	6	0	1	0	7	0	191	2	0	193	0	0	0	0	0	**3**	181	0	0	184	384
16:45	7	0	3	0	10	0	216	**6**	0	222	0	0	0	0	0	0	**186**	0	0	**186**	418
17:00	**10**	0	**6**	0	**16**	0	**231**	4	0	**235**	0	0	0	0	0	0	173	0	0	173	**424**
17:15	5	0	3	0	8	0	208	3	0	211	0	0	0	0	0	2	183	0	0	185	404
Total Volume	28	0	13	0	41	0	846	15	0	861	0	0	0	0	0	5	723	0	0	728	1630
% App. Total	68.3	0	31.7	0		0	98.3	1.7	0		0	0	0	0		0.7	99.3	0	0		
PHF	.700	.000	.542	.000	.641	.000	.916	.625	.000	.916	.000	.000	.000	.000	.000	.417	.972	.000	.000	.978	.961

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-010 F-VINE-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-009 F-DOS RIOS-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

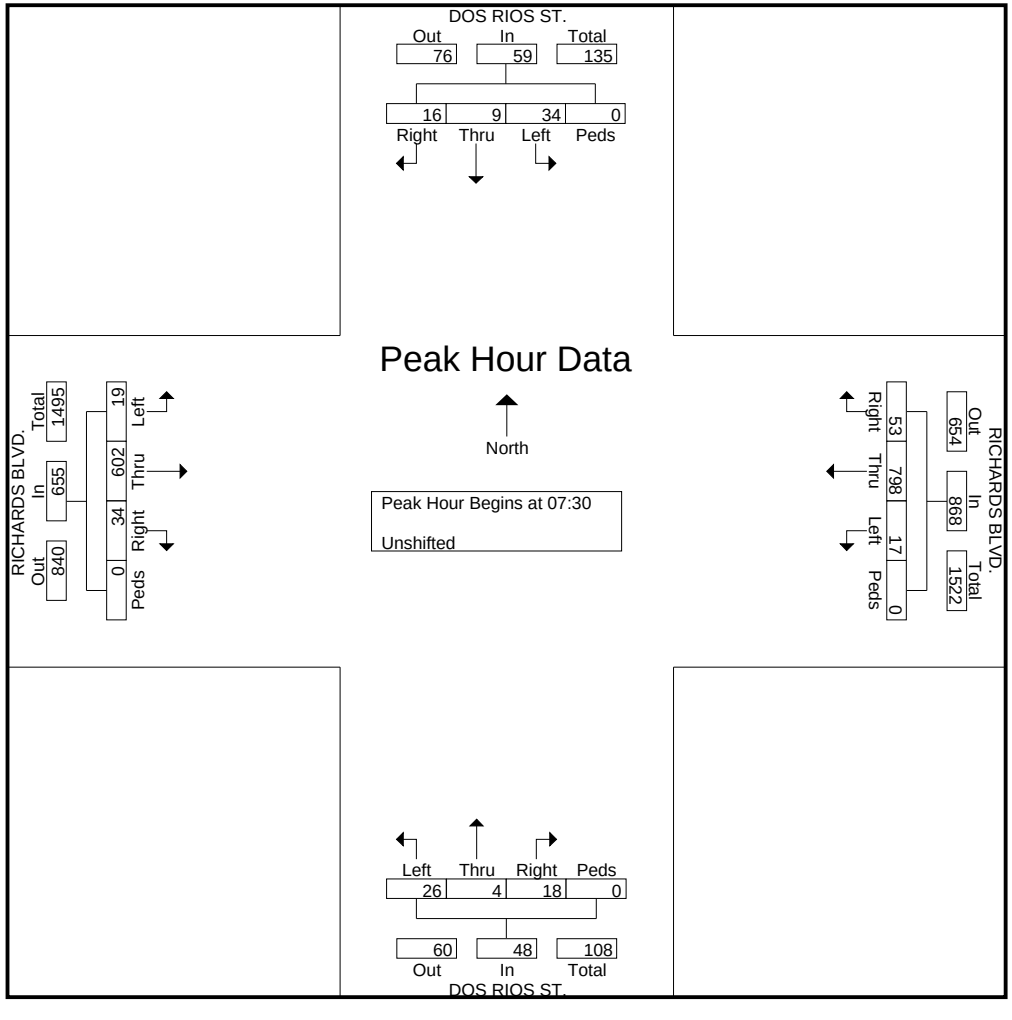
	DOS RIOS ST. Southbound					RICHARDS BLVD. Westbound					DOS RIOS ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	0	1	0	1	1	133	1	0	135	2	1	2	0	5	5	109	5	0	119	260
07:15	1	1	6	0	8	8	181	4	0	193	7	0	3	0	10	4	151	8	0	163	374
07:30	5	0	1	0	6	4	190	9	0	203	7	0	6	0	13	1	167	9	0	177	399
07:45	6	3	2	0	11	5	226	9	0	240	5	1	6	0	12	5	145	7	0	157	420
Total	12	4	10	0	26	18	730	23	0	771	21	2	17	0	40	15	572	29	0	616	1453
08:00	11	3	4	0	18	6	207	14	0	227	8	2	5	0	15	5	157	12	0	174	434
08:15	12	3	9	0	24	2	175	21	0	198	6	1	1	0	8	8	133	6	0	147	377
08:30	10	2	8	0	20	6	131	15	0	152	7	0	5	0	12	5	151	7	0	163	347
08:45	11	0	6	0	17	5	129	17	0	151	5	0	2	0	7	9	158	7	0	174	349
Total	44	8	27	0	79	19	642	67	0	728	26	3	13	0	42	27	599	32	0	658	1507
16:00	6	1	3	0	10	1	191	3	0	195	7	3	5	0	15	3	175	10	0	188	408
16:15	3	1	6	0	10	3	177	3	0	183	9	0	6	0	15	4	168	1	0	173	381
16:30	7	1	5	0	13	2	197	6	0	205	6	2	5	0	13	4	190	7	0	201	432
16:45	5	3	8	0	16	3	203	2	0	208	8	0	7	0	15	4	159	3	0	166	405
Total	21	6	22	0	49	9	768	14	0	791	30	5	23	0	58	15	692	21	0	728	1626
17:00	9	4	9	0	22	3	230	0	0	233	6	1	9	0	16	2	189	13	0	204	475
17:15	5	1	7	0	13	1	207	3	0	211	7	0	3	0	10	5	167	4	0	176	410
17:30	7	1	4	0	12	1	170	1	0	172	5	1	4	0	10	0	155	3	0	158	352
17:45	7	7	3	0	17	2	183	8	0	193	7	1	1	0	9	1	135	2	0	138	357
Total	28	13	23	0	64	7	790	12	0	809	25	3	17	0	45	8	646	22	0	676	1594
Grand Total	105	31	82	0	218	53	2930	116	0	3099	102	13	70	0	185	65	2509	104	0	2678	6180
Apprch %	48.2	14.2	37.6	0		1.7	94.5	3.7	0		55.1	7	37.8	0		2.4	93.7	3.9	0		
Total %	1.7	0.5	1.3	0	3.5	0.9	47.4	1.9	0	50.1	1.7	0.2	1.1	0	3	1.1	40.6	1.7	0	43.3	

	DOS RIOS ST. Southbound					RICHARDS BLVD. Westbound					DOS RIOS ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	5	0	1	0	6	4	190	9	0	203	7	0	**6**	0	13	1	**167**	9	0	**177**	399
07:45	6	**3**	2	0	11	5	**226**	9	0	**240**	5	1	6	0	12	5	145	7	0	157	420
08:00	11	3	4	0	18	**6**	207	14	0	227	**8**	**2**	5	0	**15**	5	157	**12**	0	174	**434**
08:15	**12**	3	**9**	0	**24**	2	175	**21**	0	198	6	1	1	0	8	**8**	133	6	0	147	377
Total Volume	34	9	16	0	59	17	798	53	0	868	26	4	18	0	48	19	602	34	0	655	1630
% App. Total	57.6	15.3	27.1	0		2	91.9	6.1	0		54.2	8.3	37.5	0		2.9	91.9	5.2	0		
PHF	.708	.750	.444	.000	.615	.708	.883	.631	.000	.904	.813	.500	.750	.000	.800	.594	.901	.708	.000	.925	.939

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-009 F-DOS RIOS-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



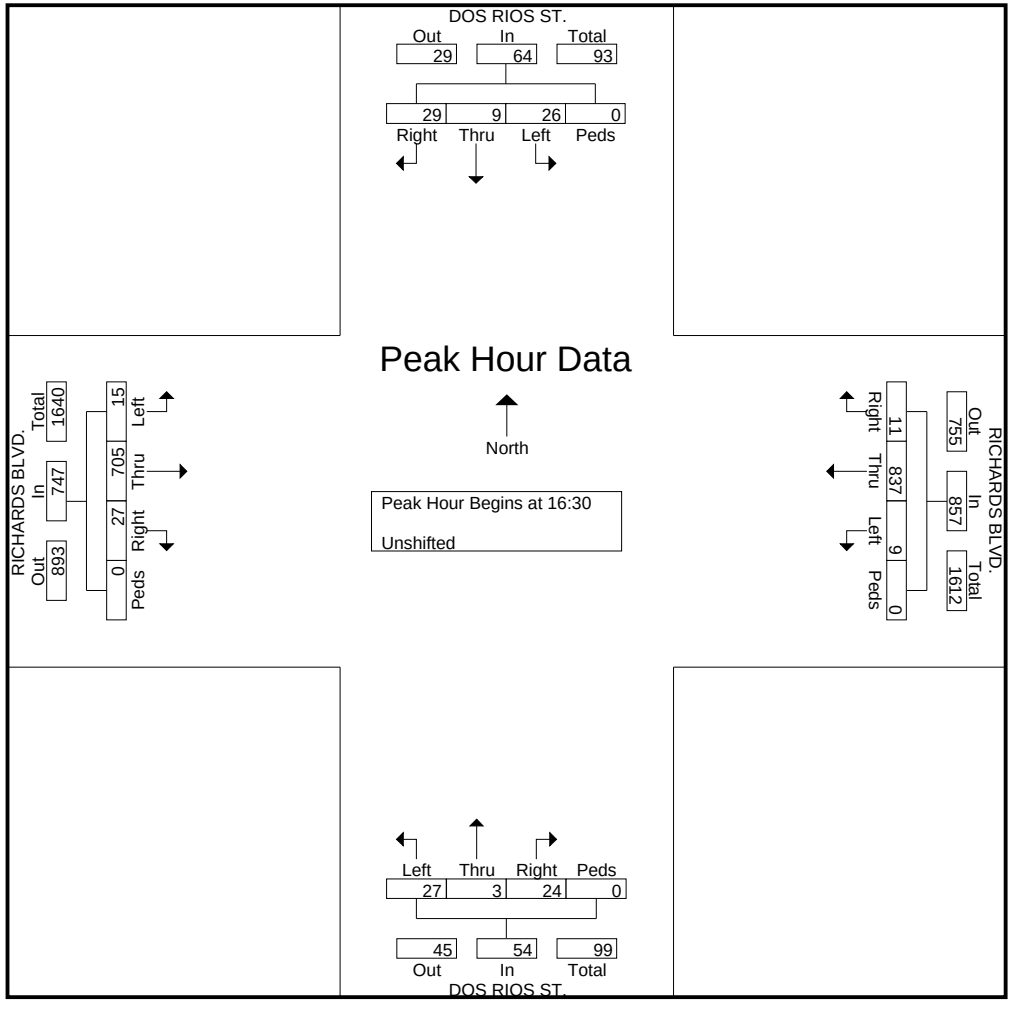
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	7	1	5	0	13	2	197	**6**	0	205	6	**2**	5	0	13	4	**190**	7	0	201	432
16:45	5	3	8	0	16	**3**	203	2	0	208	**8**	0	7	0	15	4	159	3	0	166	405
17:00	**9**	**4**	**9**	0	**22**	3	**230**	0	0	**233**	6	1	**9**	0	**16**	2	189	**13**	0	**204**	**475**
17:15	5	1	7	0	13	1	207	3	0	211	7	0	3	0	10	**5**	167	4	0	176	410
Total Volume	26	9	29	0	64	9	837	11	0	857	27	3	24	0	54	15	705	27	0	747	1722
% App. Total	40.6	14.1	45.3	0		1.1	97.7	1.3	0		50	5.6	44.4	0		2	94.4	3.6	0		
PHF	.722	.563	.806	.000	.727	.750	.910	.458	.000	.920	.844	.375	.667	.000	.844	.750	.928	.519	.000	.915	.906

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-009 F-DOS RIOS-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-008 F-10TH-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

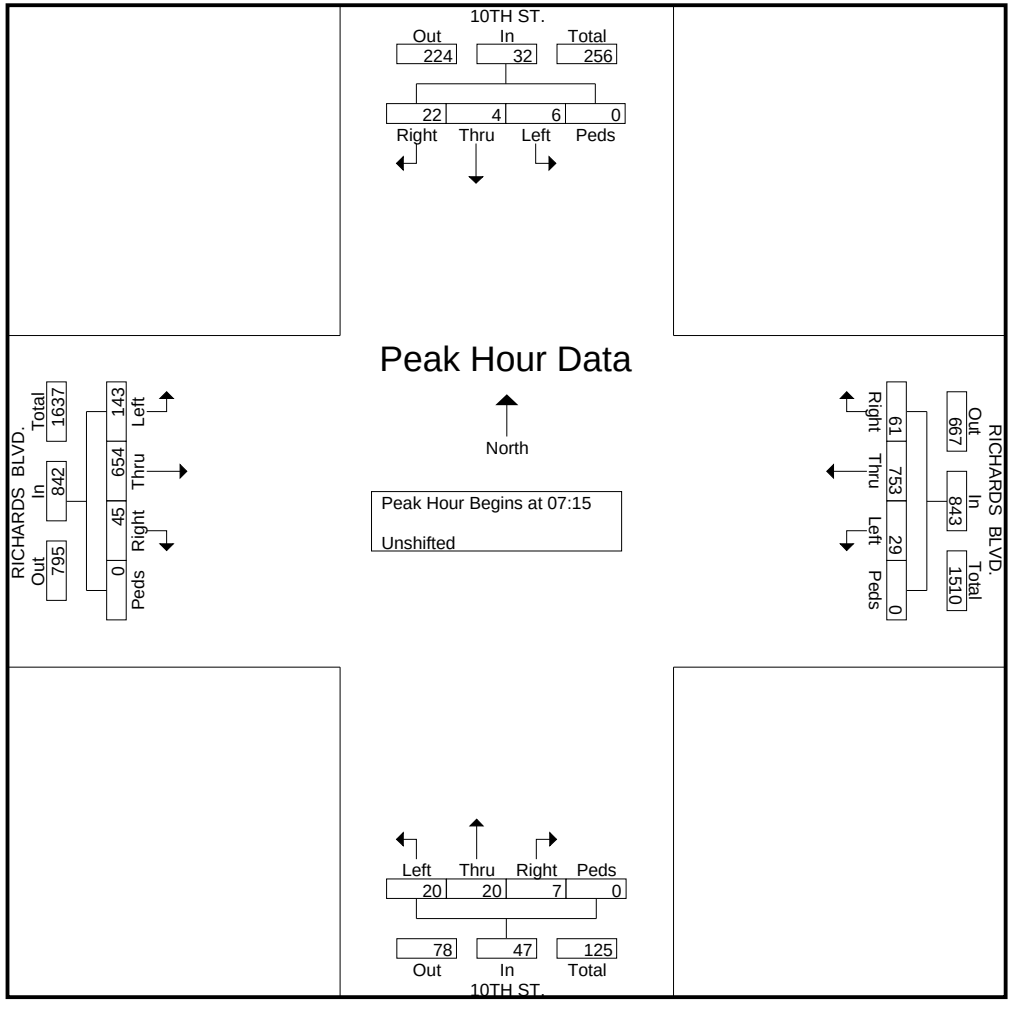
	10TH ST. Southbound					RICHARDS BLVD. Westbound					10TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	1	1	4	0	6	6	113	16	0	135	3	4	1	0	8	30	119	9	0	158	307
07:15	2	0	5	0	7	4	182	12	0	198	5	3	0	0	8	28	151	10	0	189	402
07:30	1	1	3	0	5	6	185	12	0	203	1	2	2	0	5	30	178	13	0	221	434
07:45	1	3	6	0	10	16	188	24	0	228	7	6	5	0	18	44	157	11	0	212	468
Total	5	5	18	0	28	32	668	64	0	764	16	15	8	0	39	132	605	43	0	780	1611
08:00	2	0	8	0	10	3	198	13	0	214	7	9	0	0	16	41	168	11	0	220	460
08:15	2	0	9	0	11	4	179	11	0	194	4	6	2	0	12	23	146	4	0	173	390
08:30	2	1	10	0	13	0	140	8	0	148	6	7	5	0	18	27	152	9	0	188	367
08:45	6	1	3	0	10	1	125	9	0	135	5	3	0	0	8	22	175	6	0	203	356
Total	12	2	30	0	44	8	642	41	0	691	22	25	7	0	54	113	641	30	0	784	1573
16:00	19	5	29	0	53	1	195	3	0	199	8	0	2	0	10	5	162	8	0	175	437
16:15	10	2	20	0	32	4	188	3	0	195	4	2	0	0	6	11	159	7	0	177	410
16:30	13	7	47	0	67	2	202	0	0	204	12	0	3	0	15	5	189	3	0	197	483
16:45	13	12	37	0	62	0	221	4	0	225	15	1	4	0	20	5	157	7	0	169	476
Total	55	26	133	0	214	7	806	10	0	823	39	3	9	0	51	26	667	25	0	718	1806
17:00	23	5	62	0	90	0	248	5	0	253	14	1	3	0	18	8	160	3	0	171	532
17:15	19	3	30	0	52	0	219	0	0	219	10	0	0	0	10	4	177	2	0	183	464
17:30	11	5	28	0	44	0	182	2	0	184	3	0	2	0	5	8	143	3	0	154	387
17:45	8	4	22	0	34	0	179	1	0	180	1	1	0	0	2	4	128	1	0	133	349
Total	61	17	142	0	220	0	828	8	0	836	28	2	5	0	35	24	608	9	0	641	1732
Grand Total	133	50	323	0	506	47	2944	123	0	3114	105	45	29	0	179	295	2521	107	0	2923	6722
Apprch %	26.3	9.9	63.8	0		1.5	94.5	3.9	0		58.7	25.1	16.2	0		10.1	86.2	3.7	0		
Total %	2	0.7	4.8	0	7.5	0.7	43.8	1.8	0	46.3	1.6	0.7	0.4	0	2.7	4.4	37.5	1.6	0	43.5	

	10TH ST. Southbound					RICHARDS BLVD. Westbound					10TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**2**	0	5	0	7	4	182	12	0	198	5	3	0	0	8	28	151	10	0	189	402
07:30	1	1	3	0	5	6	185	12	0	203	1	2	2	0	5	30	**178**	**13**	0	**221**	434
07:45	1	**3**	6	0	**10**	**16**	188	**24**	0	**228**	**7**	6	**5**	0	**18**	**44**	157	11	0	212	**468**
08:00	2	0	**8**	0	10	3	**198**	13	0	214	7	**9**	0	0	16	41	168	11	0	220	460
Total Volume	6	4	22	0	32	29	753	61	0	843	20	20	7	0	47	143	654	45	0	842	1764
% App. Total	18.8	12.5	68.8	0		3.4	89.3	7.2	0		42.6	42.6	14.9	0		17	77.7	5.3	0		
PHF	.750	.333	.688	.000	.800	.453	.951	.635	.000	.924	.714	.556	.350	.000	.653	.813	.919	.865	.000	.952	.942

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-008 F-10TH-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



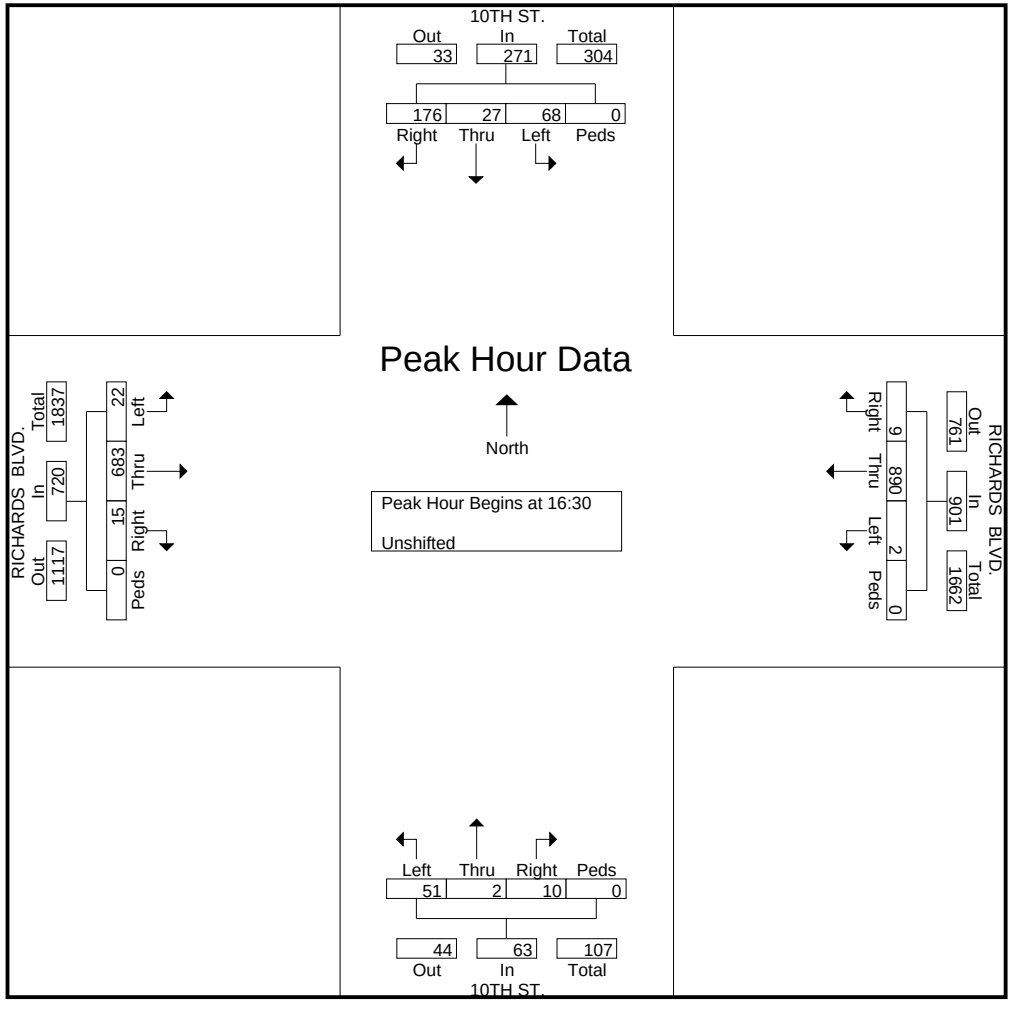
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	13	7	47	0	67	**2**	202	0	0	204	12	0	3	0	15	5	**189**	3	0	**197**	483
16:45	13	**12**	37	0	62	0	221	4	0	225	**15**	**1**	**4**	0	**20**	5	157	**7**	0	169	476
17:00	**23**	5	**62**	0	**90**	0	**248**	**5**	0	**253**	14	1	3	0	18	**8**	160	3	0	171	**532**
17:15	19	3	30	0	52	0	219	0	0	219	10	0	0	0	10	4	177	2	0	183	464
Total Volume	68	27	176	0	271	2	890	9	0	901	51	2	10	0	63	22	683	15	0	720	1955
% App. Total	25.1	10	64.9	0		0.2	98.8	1	0		81	3.2	15.9	0		3.1	94.9	2.1	0		
PHF	.739	.563	.710	.000	.753	.250	.897	.450	.000	.890	.850	.500	.625	.000	.788	.688	.903	.536	.000	.914	.919

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-008 F-10TH-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-007 F-7TH-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

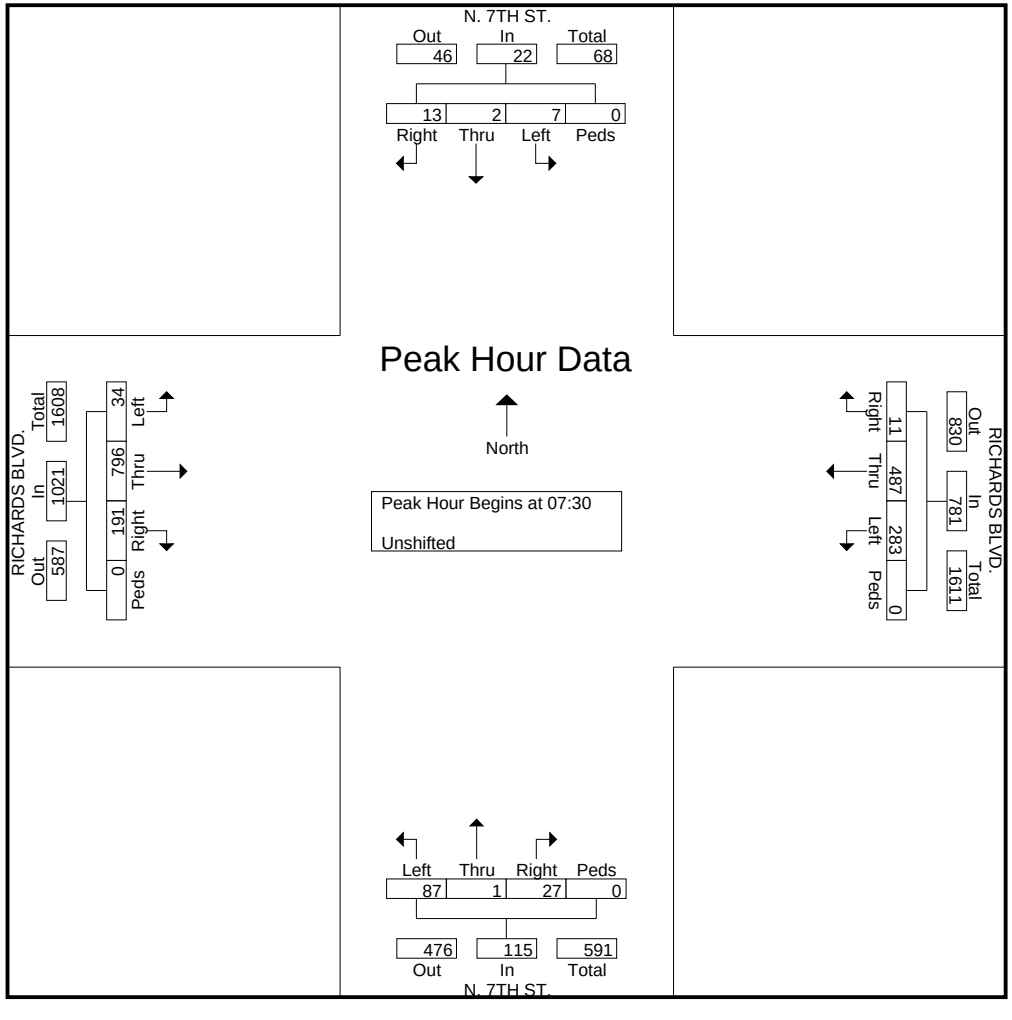
	N. 7TH ST. Southbound					RICHARDS BLVD. Westbound					N. 7TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	1	0	6	0	7	31	97	4	0	132	22	0	5	0	27	8	141	42	0	191	357
07:15	0	0	3	0	3	58	128	3	0	189	20	1	2	0	23	3	191	44	0	238	453
07:30	1	0	3	0	4	56	130	3	0	189	17	0	7	0	24	9	213	48	0	270	487
07:45	0	1	1	0	2	76	111	3	0	190	27	0	2	0	29	6	224	50	0	280	501
Total	2	1	13	0	16	221	466	13	0	700	86	1	16	0	103	26	769	184	0	979	1798
08:00	5	1	4	0	10	84	120	3	0	207	24	1	11	0	36	12	182	45	0	239	492
08:15	1	0	5	0	6	67	126	2	0	195	19	0	7	0	26	7	177	48	0	232	459
08:30	1	1	4	0	6	50	103	2	0	155	19	2	11	0	32	5	179	60	0	244	437
08:45	2	3	0	0	5	35	99	4	0	138	25	2	6	0	33	7	196	61	0	264	440
Total	9	5	13	0	27	236	448	11	0	695	87	5	35	0	127	31	734	214	0	979	1828
16:00	4	1	5	0	10	13	220	0	0	233	41	0	20	0	61	0	147	31	0	178	482
16:15	2	0	4	0	6	6	216	1	0	223	38	0	12	0	50	1	165	23	0	189	468
16:30	0	1	4	0	5	13	244	0	0	257	43	1	22	0	66	0	178	27	0	205	533
16:45	3	0	3	0	6	14	248	1	0	263	34	0	24	0	58	1	142	26	0	169	496
Total	9	2	16	0	27	46	928	2	0	976	156	1	78	0	235	2	632	107	0	741	1979
17:00	3	2	2	0	7	23	288	3	0	314	71	0	25	0	96	0	140	29	0	169	586
17:15	1	0	2	0	3	12	251	0	0	263	51	0	24	0	75	0	158	22	0	180	521
17:30	0	0	1	0	1	15	199	0	0	214	51	0	29	0	80	1	125	19	0	145	440
17:45	0	0	0	0	0	11	196	0	0	207	37	0	14	0	51	0	120	16	1	137	395
Total	4	2	5	0	11	61	934	3	0	998	210	0	92	0	302	1	543	86	1	631	1942
Grand Total	24	10	47	0	81	564	2776	29	0	3369	539	7	221	0	767	60	2678	591	1	3330	7547
Apprch %	29.6	12.3	58	0		16.7	82.4	0.9	0		70.3	0.9	28.8	0		1.8	80.4	17.7	0		
Total %	0.3	0.1	0.6	0	1.1	7.5	36.8	0.4	0	44.6	7.1	0.1	2.9	0	10.2	0.8	35.5	7.8	0	44.1	

	N. 7TH ST. Southbound					RICHARDS BLVD. Westbound					N. 7TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	1	0	3	0	4	56	**130**	**3**	0	189	17	0	7	0	24	9	213	48	0	270	487
07:45	0	**1**	1	0	2	76	111	3	0	190	**27**	0	2	0	29	6	**224**	**50**	0	**280**	**501**
08:00	**5**	1	4	0	**10**	**84**	120	3	0	**207**	24	**1**	**11**	0	**36**	**12**	182	45	0	239	492
08:15	1	0	**5**	0	6	67	126	2	0	195	19	0	7	0	26	7	177	48	0	232	459
Total Volume	7	2	13	0	22	283	487	11	0	781	87	1	27	0	115	34	796	191	0	1021	1939
% App. Total	31.8	9.1	59.1	0		36.2	62.4	1.4	0		75.7	0.9	23.5	0		3.3	78	18.7	0		
PHF	.350	.500	.650	.000	.550	.842	.937	.917	.000	.943	.806	.250	.614	.000	.799	.708	.888	.955	.000	.912	.968

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-007 F-7TH-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



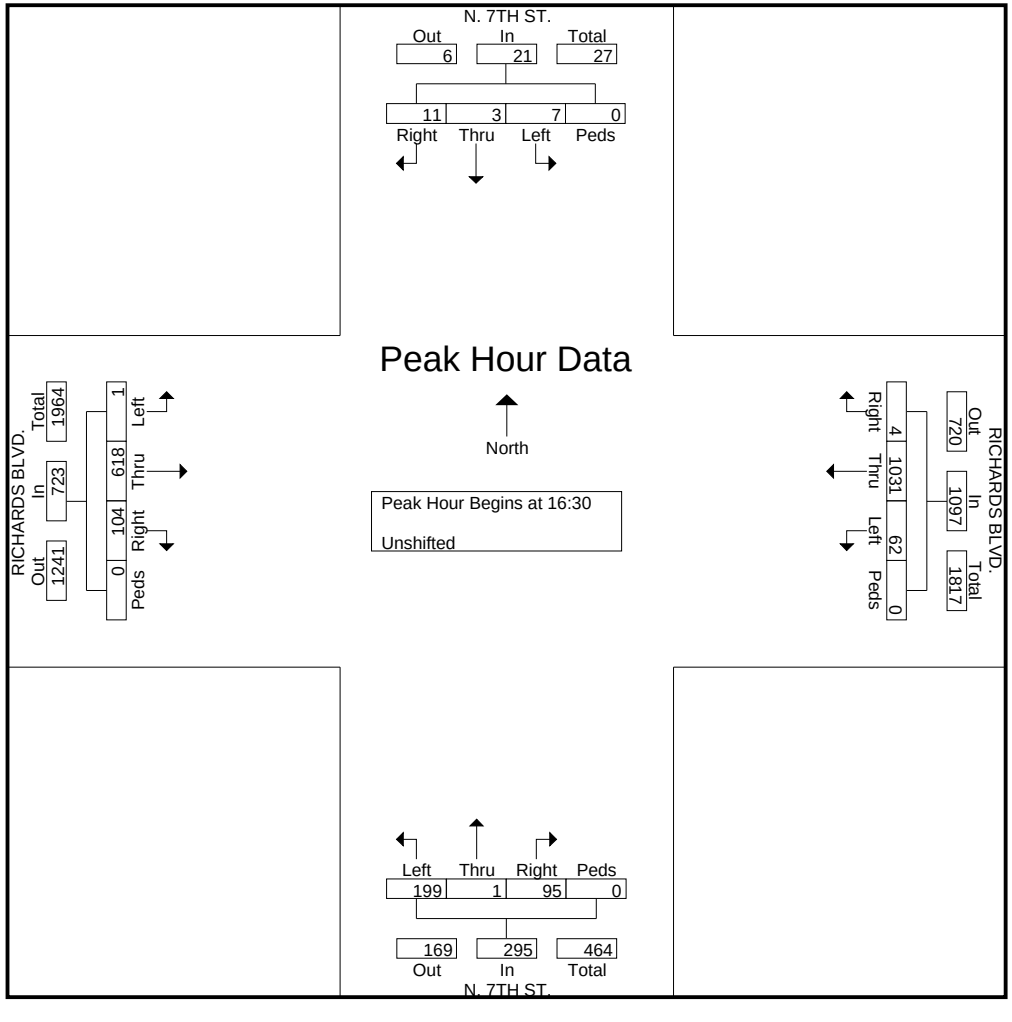
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	0	1	**4**	0	5	13	244	0	0	257	43	**1**	22	0	66	0	**178**	27	0	**205**	533
16:45	**3**	0	3	0	6	14	248	1	0	263	34	0	24	0	58	**1**	142	26	0	169	496
17:00	3	**2**	2	0	**7**	**23**	**288**	**3**	0	**314**	**71**	0	**25**	0	**96**	0	140	**29**	0	169	**586**
17:15	1	0	2	0	3	12	251	0	0	263	51	0	24	0	75	0	158	22	0	180	521
Total Volume	7	3	11	0	21	62	1031	4	0	1097	199	1	95	0	295	1	618	104	0	723	2136
% App. Total	33.3	14.3	52.4	0		5.7	94	0.4	0		67.5	0.3	32.2	0		0.1	85.5	14.4	0		
PHF	.583	.375	.688	.000	.750	.674	.895	.333	.000	.873	.701	.250	.950	.000	.768	.250	.868	.897	.000	.882	.911

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-007 F-7TH-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-006 F-5TH-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

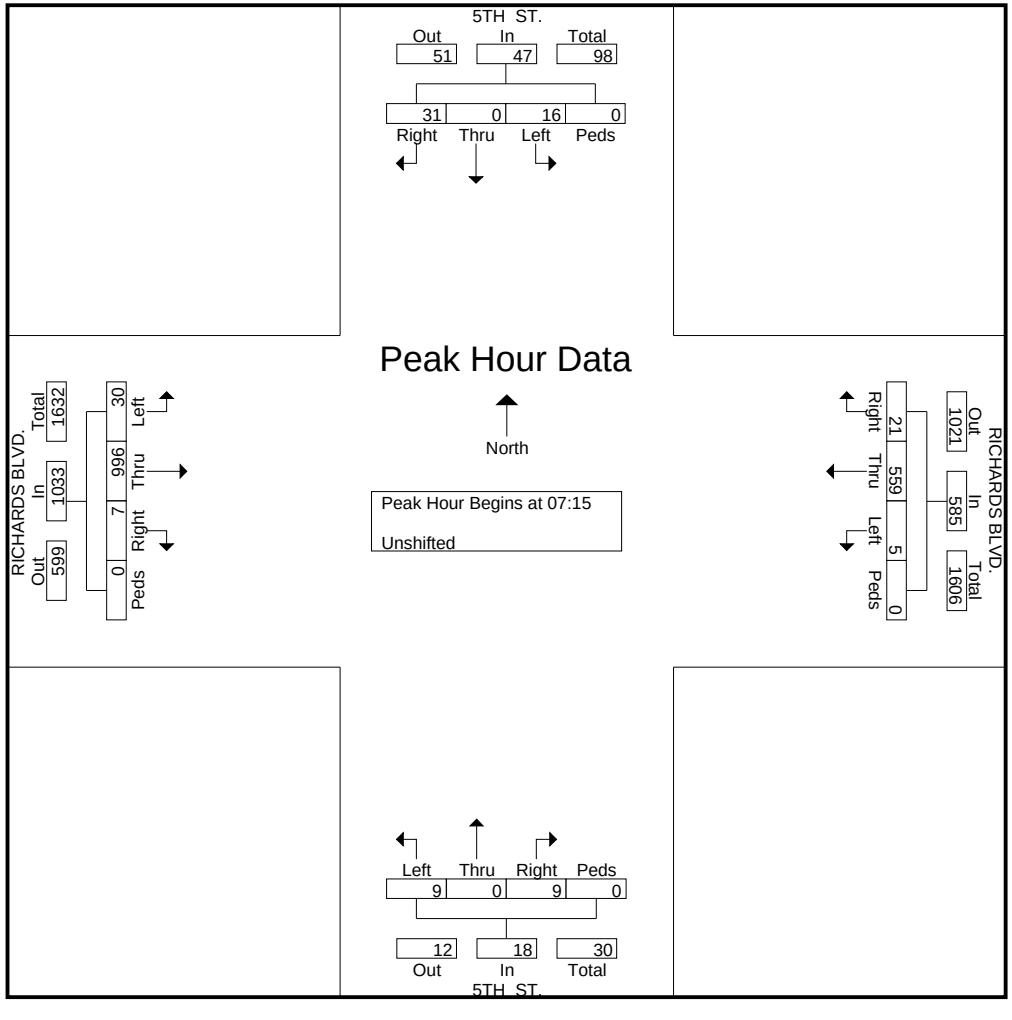
	5TH ST. Southbound					RICHARDS BLVD. Westbound					5TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	8	0	9	0	17	5	92	9	0	106	2	1	2	0	5	18	194	3	0	215	343
07:15	11	0	13	0	24	2	146	8	0	156	2	0	2	0	4	6	239	4	0	249	433
07:30	3	0	8	0	11	1	136	3	0	140	3	0	1	0	4	10	256	0	0	266	421
07:45	0	0	4	0	4	1	139	6	0	146	1	0	1	0	2	8	262	1	0	271	423
Total	22	0	34	0	56	9	513	26	0	548	8	1	6	0	15	42	951	8	0	1001	1620
08:00	2	0	6	0	8	1	138	4	0	143	3	0	5	0	8	6	239	2	0	247	406
08:15	5	1	7	0	13	3	125	7	0	135	3	0	0	0	3	3	231	2	0	236	387
08:30	4	0	12	0	16	1	127	3	0	131	3	0	4	0	7	4	242	6	0	252	406
08:45	2	0	7	0	9	2	133	2	0	137	3	0	8	0	11	5	239	3	0	247	404
Total	13	1	32	0	46	7	523	16	0	546	12	0	17	0	29	18	951	13	0	982	1603
16:00	7	1	13	0	21	3	281	2	0	286	3	0	3	0	6	7	168	3	0	178	491
16:15	5	0	10	0	15	1	276	4	0	281	5	0	4	0	9	6	180	1	0	187	492
16:30	2	0	9	0	11	0	269	2	0	271	0	0	4	0	4	2	199	3	0	204	490
16:45	4	0	16	0	20	2	246	2	0	250	4	0	2	0	6	4	163	2	0	169	445
Total	18	1	48	0	67	6	1072	10	0	1088	12	0	13	0	25	19	710	9	0	738	1918
17:00	2	0	7	0	9	0	356	3	0	359	2	0	2	0	4	3	164	2	0	169	541
17:15	1	0	3	0	4	1	304	1	0	306	1	0	3	0	4	1	170	2	0	173	487
17:30	1	0	4	0	5	0	249	1	0	250	2	0	1	0	3	1	149	0	0	150	408
17:45	2	0	4	0	6	0	233	0	0	233	1	0	0	0	1	1	139	2	0	142	382
Total	6	0	18	0	24	1	1142	5	0	1148	6	0	6	0	12	6	622	6	0	634	1818
Grand Total	59	2	132	0	193	23	3250	57	0	3330	38	1	42	0	81	85	3234	36	0	3355	6959
Apprch %	30.6	1	68.4	0		0.7	97.6	1.7	0		46.9	1.2	51.9	0		2.5	96.4	1.1	0		
Total %	0.8	0	1.9	0	2.8	0.3	46.7	0.8	0	47.9	0.5	0	0.6	0	1.2	1.2	46.5	0.5	0	48.2	

	5TH ST. Southbound					RICHARDS BLVD. Westbound					5TH ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**11**	0	**13**	0	**24**	**2**	**146**	**8**	0	**156**	2	0	2	0	4	6	239	**4**	0	249	**433**
07:30	3	0	8	0	11	1	136	3	0	140	**3**	0	1	0	4	**10**	256	0	0	266	421
07:45	0	0	4	0	4	1	139	6	0	146	1	0	1	0	2	8	**262**	1	0	**271**	423
08:00	2	0	6	0	8	1	138	4	0	143	3	0	**5**	0	**8**	6	239	2	0	247	406
Total Volume	16	0	31	0	47	5	559	21	0	585	9	0	9	0	18	30	996	7	0	1033	1683
% App. Total	34	0	66	0		0.9	95.6	3.6	0		50	0	50	0		2.9	96.4	0.7	0		
PHF	.364	.000	.596	.000	.490	.625	.957	.656	.000	.938	.750	.000	.450	.000	.563	.750	.950	.438	.000	.953	.972

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-006 F-5TH-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



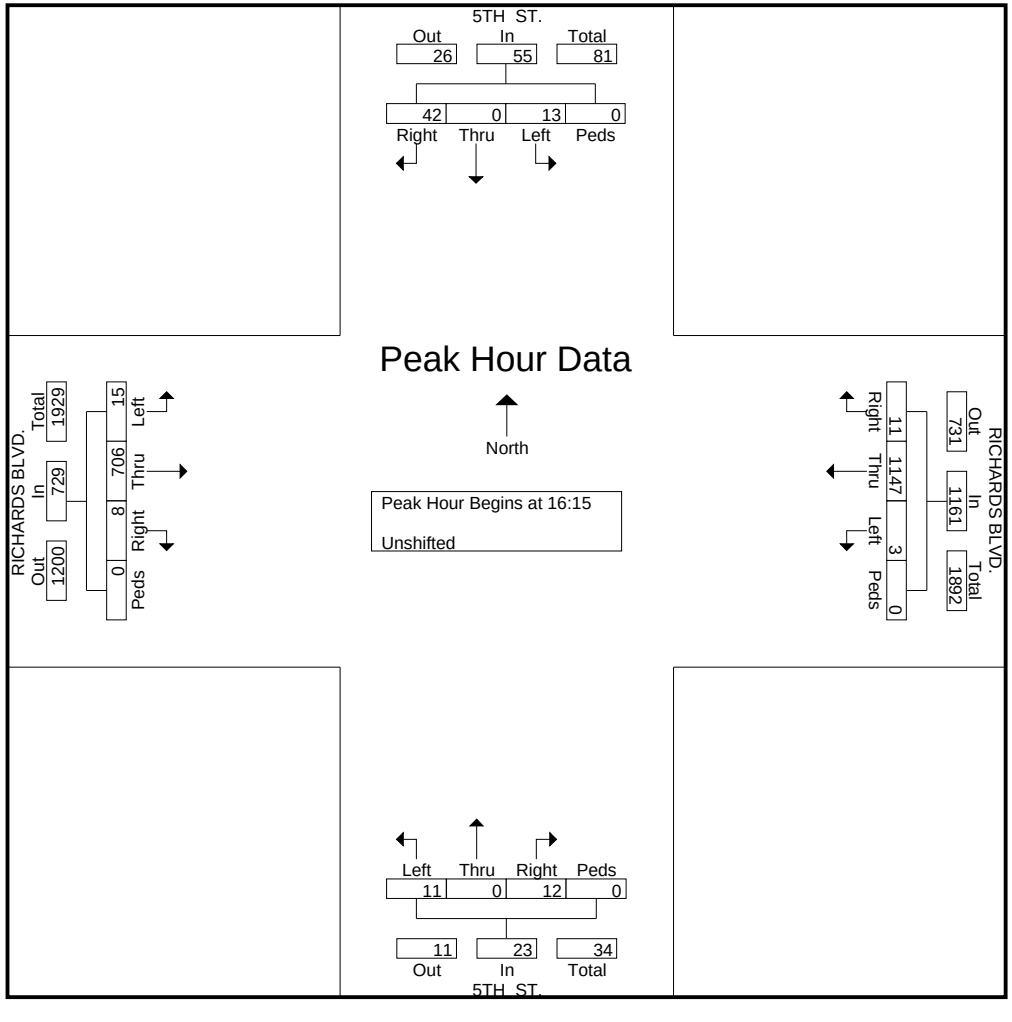
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:15

16:15	**5**	0	10	0	15	1	276	**4**	0	281	**5**	0	**4**	0	**9**	**6**	180	1	0	187	492
16:30	2	0	9	0	11	0	269	2	0	271	0	0	4	0	4	2	**199**	**3**	0	**204**	490
16:45	4	0	**16**	0	**20**	**2**	246	2	0	250	4	0	2	0	6	4	163	2	0	169	445
17:00	2	0	7	0	9	0	**356**	3	0	**359**	2	0	2	0	4	3	164	2	0	169	**541**
Total Volume	13	0	42	0	55	3	1147	11	0	1161	11	0	12	0	23	15	706	8	0	729	1968
% App. Total	23.6	0	76.4	0		0.3	98.8	0.9	0		47.8	0	52.2	0		2.1	96.8	1.1	0		
PHF	.650	.000	.656	.000	.688	.375	.805	.688	.000	.808	.550	.000	.750	.000	.639	.625	.887	.667	.000	.893	.909

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-006 F-5TH-RICH
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-005 F-SEQUOIA PAC-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 1

Groups Printed- Unshifted

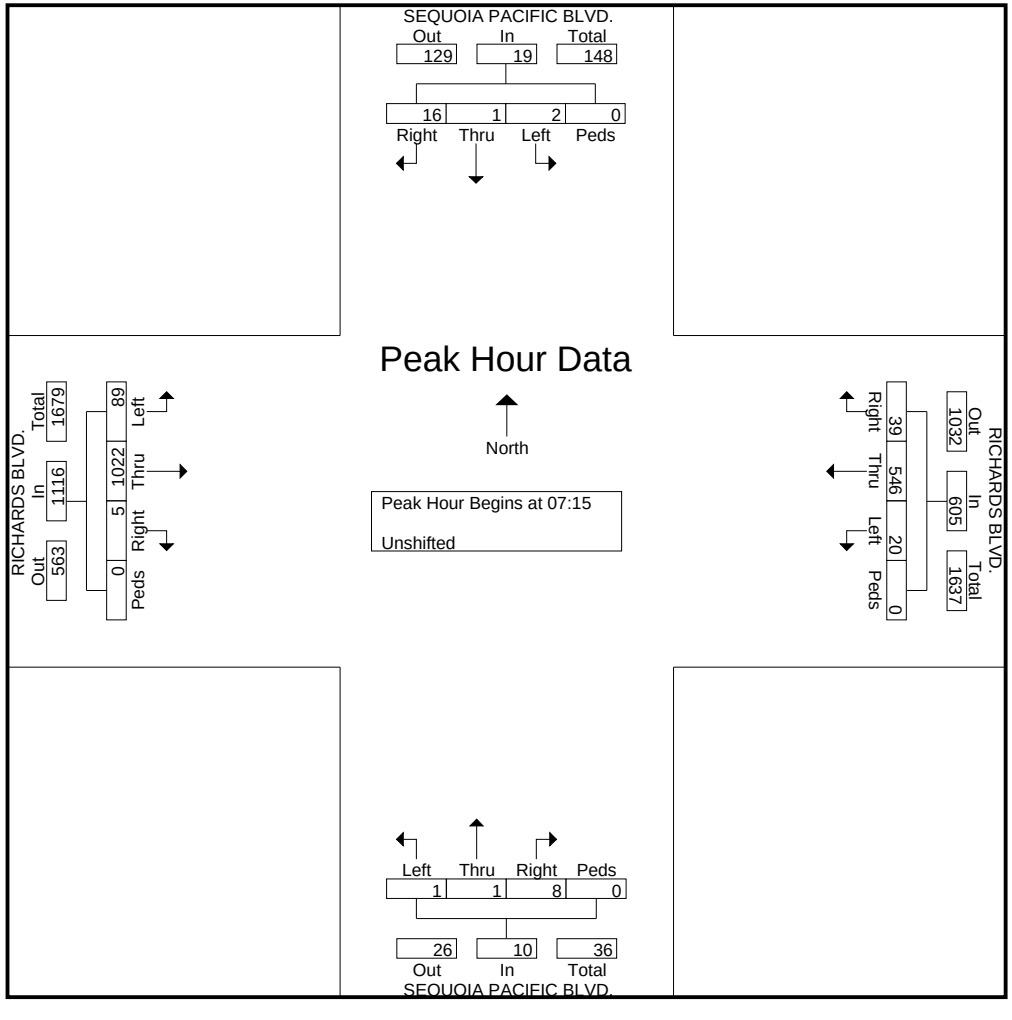
	SEQUOIA PACIFIC BLVD. Southbound					RICHARDS BLVD. Westbound					SEQUOIA PACIFIC BLVD. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	1	0	1	0	2	7	92	11	0	110	5	0	3	0	8	16	207	2	0	225	345
07:15	1	0	3	0	4	3	148	12	0	163	0	0	1	0	1	13	241	1	0	255	423
07:30	0	0	4	0	4	4	143	6	0	153	0	1	3	0	4	31	268	2	0	301	462
07:45	0	1	5	0	6	2	119	13	0	134	0	0	2	0	2	20	276	2	0	298	440
Total	2	1	13	0	16	16	502	42	0	560	5	1	9	0	15	80	992	7	0	1079	1670
08:00	1	0	4	0	5	11	136	8	0	155	1	0	2	0	3	25	237	0	0	262	425
08:15	3	0	6	0	9	3	121	7	0	131	1	0	2	0	3	12	245	1	0	258	401
08:30	3	0	6	0	9	5	133	4	0	142	0	0	3	0	3	11	259	1	0	271	425
08:45	0	0	0	0	0	5	125	5	0	135	0	0	4	0	4	10	221	0	0	231	370
Total	7	0	16	0	23	24	515	24	0	563	2	0	11	0	13	58	962	2	0	1022	1621
16:00	9	0	26	0	35	1	284	3	0	288	2	0	12	0	14	7	161	1	0	169	506
16:15	14	4	23	0	41	1	255	4	0	260	4	1	6	0	11	6	161	1	0	168	480
16:30	8	0	13	0	21	2	285	3	0	290	1	1	8	0	10	4	183	0	0	187	508
16:45	6	0	12	0	18	1	289	2	0	292	3	0	7	0	10	3	155	1	0	159	479
Total	37	4	74	0	115	5	1113	12	0	1130	10	2	33	0	45	20	660	3	0	683	1973
17:00	10	3	15	0	28	1	357	3	0	361	0	0	8	0	8	0	159	0	0	159	556
17:15	3	0	13	0	16	0	307	0	0	307	3	1	4	0	8	1	161	0	0	162	493
17:30	6	4	12	0	22	2	247	1	0	250	1	0	9	0	10	1	139	1	0	141	423
17:45	0	0	4	0	4	2	247	1	0	250	2	0	5	0	7	1	135	1	0	137	398
Total	19	7	44	0	70	5	1158	5	0	1168	6	1	26	0	33	3	594	2	0	599	1870
Grand Total	65	12	147	0	224	50	3288	83	0	3421	23	4	79	0	106	161	3208	14	0	3383	7134
Apprch %	29	5.4	65.6	0		1.5	96.1	2.4	0		21.7	3.8	74.5	0		4.8	94.8	0.4	0		
Total %	0.9	0.2	2.1	0	3.1	0.7	46.1	1.2	0	48	0.3	0.1	1.1	0	1.5	2.3	45	0.2	0	47.4	

	SEQUOIA PACIFIC BLVD. Southbound					RICHARDS BLVD. Westbound					SEQUOIA PACIFIC BLVD. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**1**	0	3	0	4	3	**148**	12	0	**163**	0	0	1	0	1	13	241	1	0	255	423
07:30	0	0	4	0	4	4	143	6	0	153	0	**1**	**3**	0	**4**	**31**	268	**2**	0	**301**	**462**
07:45	0	**1**	**5**	0	**6**	2	119	**13**	0	134	0	0	2	0	2	20	**276**	2	0	298	440
08:00	1	0	4	0	5	**11**	136	8	0	155	**1**	0	2	0	3	25	237	0	0	262	425
Total Volume	2	1	16	0	19	20	546	39	0	605	1	1	8	0	10	89	1022	5	0	1116	1750
% App. Total	10.5	5.3	84.2	0		3.3	90.2	6.4	0		10	10	80	0		8	91.6	0.4	0		
PHF	.500	.250	.800	.000	.792	.455	.922	.750	.000	.928	.250	.250	.667	.000	.625	.718	.926	.625	.000	.927	.947

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-005 F-SEQUOIA PAC-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 2



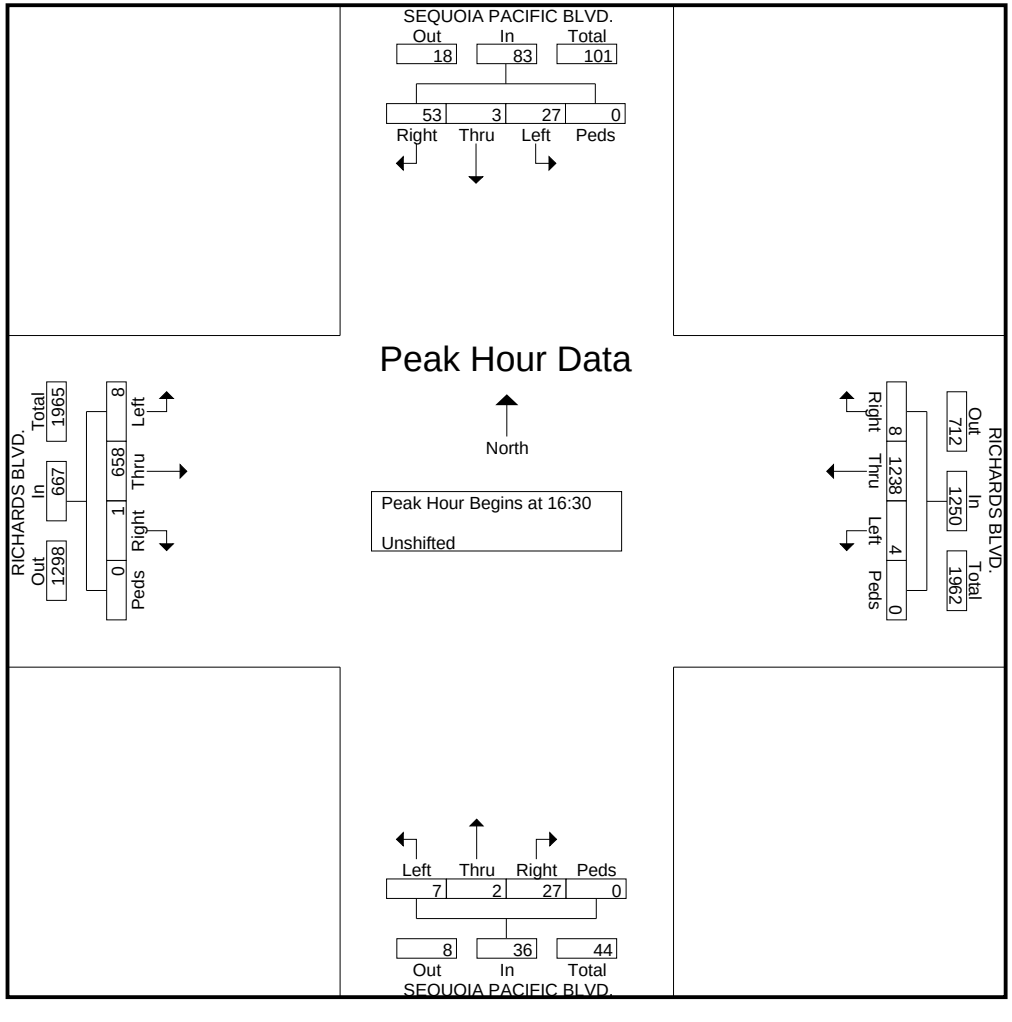
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	8	0	13	0	21	**2**	285	**3**	0	290	1	**1**	**8**	0	**10**	**4**	**183**	0	0	**187**	508
16:45	6	0	12	0	18	1	289	2	0	292	**3**	0	7	0	10	3	155	**1**	0	159	479
17:00	**10**	**3**	**15**	0	**28**	1	**357**	3	0	**361**	0	0	8	0	8	0	159	0	0	159	**556**
17:15	3	0	13	0	16	0	307	0	0	307	3	1	4	0	8	1	161	0	0	162	493
Total Volume	27	3	53	0	83	4	1238	8	0	1250	7	2	27	0	36	8	658	1	0	667	2036
% App. Total	32.5	3.6	63.9	0		0.3	99	0.6	0		19.4	5.6	75	0		1.2	98.7	0.1	0		
PHF	.675	.250	.883	.000	.741	.500	.867	.667	.000	.866	.583	.500	.844	.000	.900	.500	.899	.250	.000	.892	.915

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-005 F-SEQUOIA PAC-RICHARDS
Site Code : 00000000
Start Date : 01/27/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-004 F-3RD-RICH
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

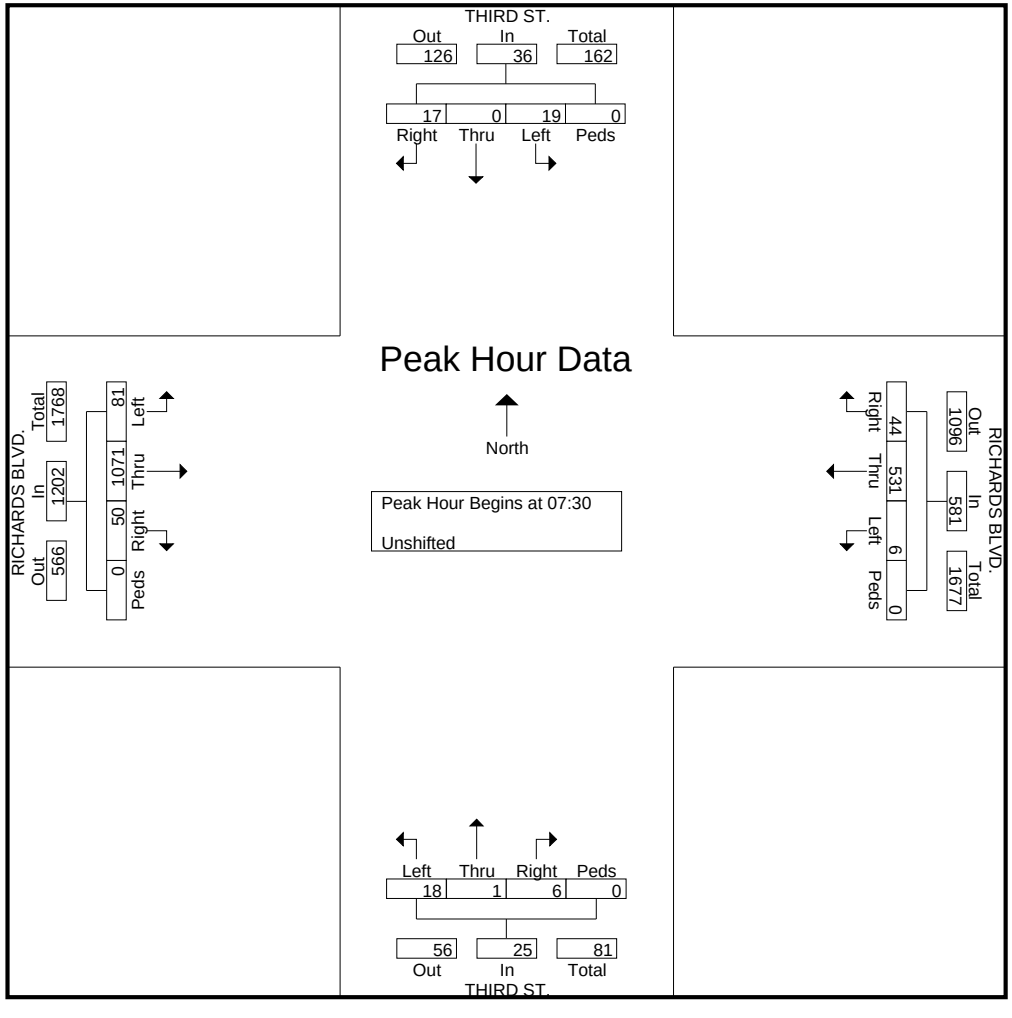
	THIRD ST. Southbound					RICHARDS BLVD. Westbound					THIRD ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	1	0	2	0	3	1	106	4	0	111	2	1	1	0	4	2	200	11	0	213	331
07:15	3	0	3	0	6	1	118	5	0	124	1	1	1	0	3	3	254	15	0	272	405
07:30	4	0	1	0	5	0	143	10	0	153	5	0	0	0	5	14	289	13	0	316	479
07:45	5	0	6	0	11	1	145	7	0	153	3	0	1	0	4	18	307	13	0	338	506
Total	13	0	12	0	25	3	512	26	0	541	11	2	3	0	16	37	1050	52	0	1139	1721
08:00	4	0	5	0	9	2	117	12	0	131	7	1	2	0	10	29	219	12	0	260	410
08:15	6	0	5	0	11	3	126	15	0	144	3	0	3	0	6	20	256	12	0	288	449
08:30	5	0	6	0	11	1	111	7	0	119	6	1	7	0	14	16	215	7	0	238	382
08:45	5	0	5	0	10	3	120	7	0	130	7	0	3	0	10	17	209	12	0	238	388
Total	20	0	21	0	41	9	474	41	0	524	23	2	15	0	40	82	899	43	0	1024	1629
16:00	8	1	15	0	24	1	275	8	0	284	33	0	4	0	37	3	159	9	0	171	516
16:15	10	2	5	0	17	1	282	2	0	285	21	0	1	0	22	5	183	6	0	194	518
16:30	11	0	10	0	21	0	283	1	0	284	16	0	2	0	18	6	147	5	0	158	481
16:45	4	0	8	0	12	0	289	4	0	293	17	0	1	0	18	4	166	8	0	178	501
Total	33	3	38	0	74	2	1129	15	0	1146	87	0	8	0	95	18	655	28	0	701	2016
17:00	10	0	17	0	27	0	365	1	0	366	17	0	1	0	18	6	148	5	0	159	570
17:15	9	0	13	0	22	0	401	9	0	410	18	0	3	0	21	0	151	3	0	154	607
17:30	4	0	9	0	13	2	319	3	0	324	12	0	4	0	16	7	135	5	0	147	500
17:45	4	0	8	0	12	0	254	3	0	257	17	1	2	0	20	5	134	1	0	140	429
Total	27	0	47	0	74	2	1339	16	0	1357	64	1	10	0	75	18	568	14	0	600	2106
Grand Total	93	3	118	0	214	16	3454	98	0	3568	185	5	36	0	226	155	3172	137	0	3464	7472
Apprch %	43.5	1.4	55.1	0		0.4	96.8	2.7	0		81.9	2.2	15.9	0		4.5	91.6	4	0		
Total %	1.2	0	1.6	0	2.9	0.2	46.2	1.3	0	47.8	2.5	0.1	0.5	0	3	2.1	42.5	1.8	0	46.4	

	THIRD ST. Southbound					RICHARDS BLVD. Westbound					THIRD ST. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	4	0	1	0	5	0	143	10	0	**153**	5	0	0	0	5	14	289	**13**	0	316	479
07:45	5	0	**6**	0	**11**	1	**145**	7	0	153	3	0	1	0	4	18	**307**	13	0	**338**	**506**
08:00	4	0	5	0	9	2	117	12	0	131	**7**	**1**	2	0	**10**	**29**	219	12	0	260	410
08:15	**6**	0	5	0	11	**3**	126	**15**	0	144	3	0	**3**	0	6	20	256	12	0	288	449
Total Volume	19	0	17	0	36	6	531	44	0	581	18	1	6	0	25	81	1071	50	0	1202	1844
% App. Total	52.8	0	47.2	0		1	91.4	7.6	0		72	4	24	0		6.7	89.1	4.2	0		
PHF	.792	.000	.708	.000	.818	.500	.916	.733	.000	.949	.643	.250	.500	.000	.625	.698	.872	.962	.000	.889	.911

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-004 F-3RD-RICH
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



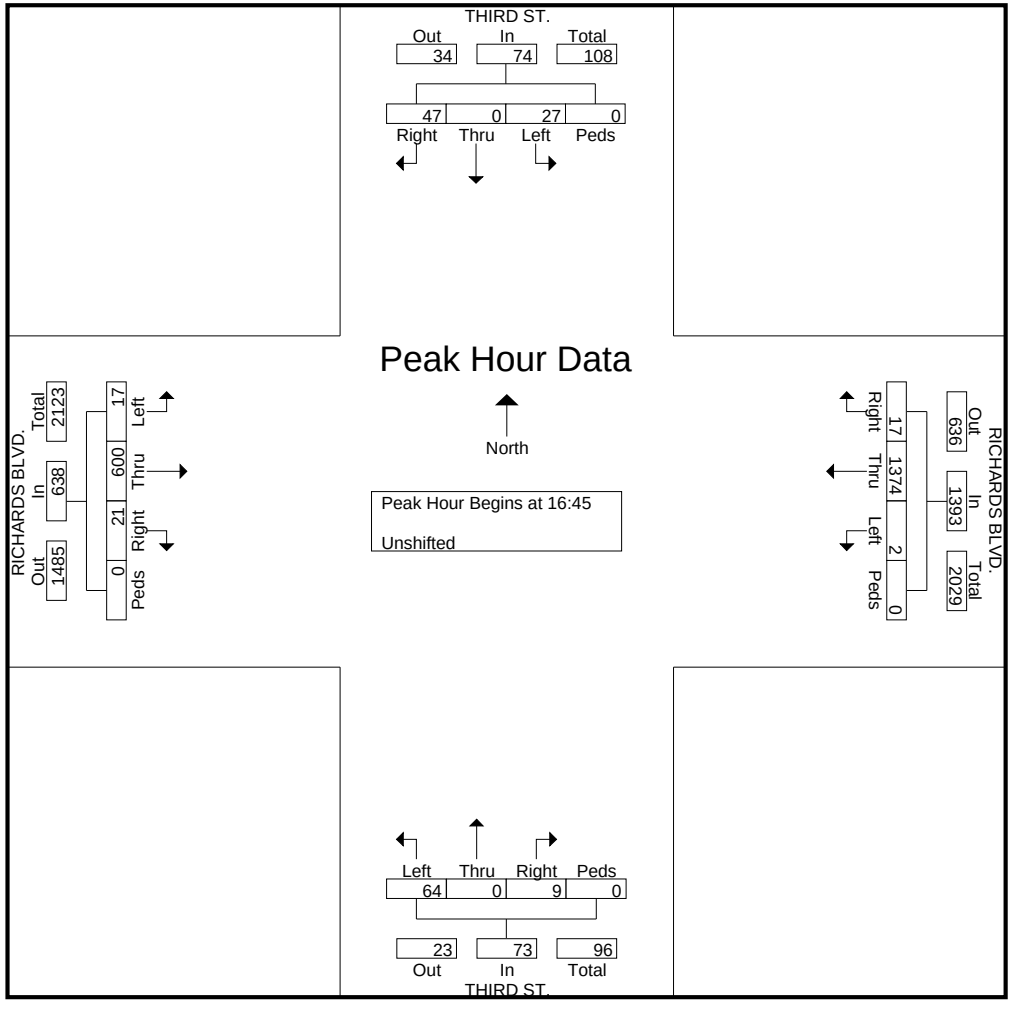
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	4	0	8	0	12	0	289	4	0	293	17	0	1	0	18	4	**166**	**8**	0	**178**	501
17:00	**10**	0	**17**	0	**27**	0	365	1	0	366	17	0	1	0	18	6	148	5	0	159	570
17:15	9	0	13	0	22	0	**401**	**9**	0	**410**	**18**	0	3	0	**21**	0	151	3	0	154	**607**
17:30	4	0	9	0	13	**2**	319	3	0	324	12	0	**4**	0	16	**7**	135	5	0	147	500
Total Volume	27	0	47	0	74	2	1374	17	0	1393	64	0	9	0	73	17	600	21	0	638	2178
% App. Total	36.5	0	63.5	0		0.1	98.6	1.2	0		87.7	0	12.3	0		2.7	94	3.3	0		
PHF	.675	.000	.691	.000	.685	.250	.857	.472	.000	.849	.889	.000	.563	.000	.869	.607	.904	.656	.000	.896	.897

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-004 F-3RD-RICH
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-003 F-BERCUT-RICHARDS
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

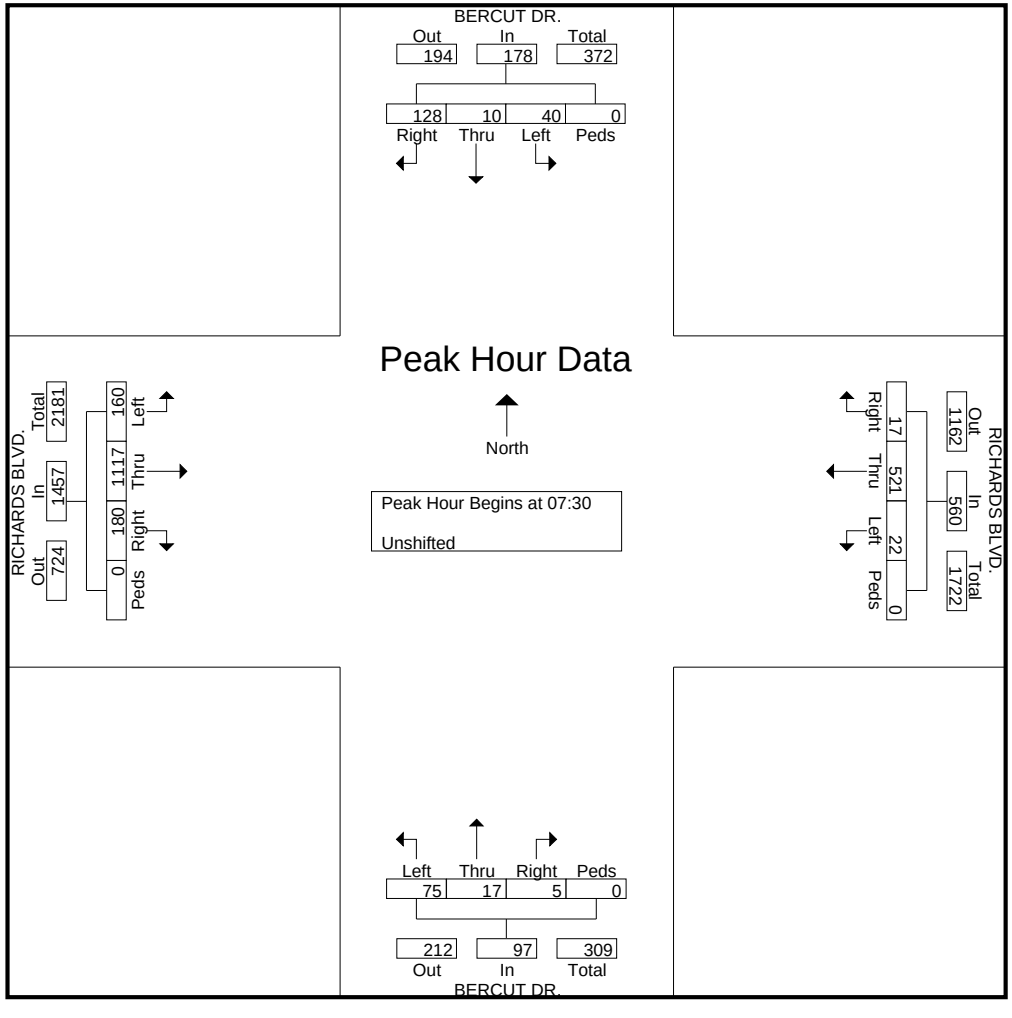
	BERCUT DR. Southbound					RICHARDS BLVD. Westbound					BERCUT DR. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	0	1	10	0	11	8	105	3	0	116	17	5	3	0	25	20	238	48	0	306	458
07:15	12	2	13	0	27	5	107	2	0	114	23	2	3	0	28	26	251	44	0	321	490
07:30	5	1	32	0	38	3	142	2	0	147	20	4	3	0	27	41	290	47	0	378	590
07:45	18	3	30	0	51	6	150	7	0	163	16	6	0	0	22	41	316	43	0	400	636
Total	35	7	85	0	127	22	504	14	0	540	76	17	9	0	102	128	1095	182	0	1405	2174
08:00	8	1	33	0	42	6	112	1	0	119	15	4	2	0	21	49	272	47	0	368	550
08:15	9	5	33	0	47	7	117	7	0	131	24	3	0	0	27	29	239	43	0	311	516
08:30	13	1	33	0	47	3	125	4	0	132	14	1	4	0	19	35	229	43	0	307	505
08:45	11	2	10	0	23	10	120	1	0	131	17	2	3	0	22	29	239	34	0	302	478
Total	41	9	109	0	159	26	474	13	0	513	70	10	9	0	89	142	979	167	0	1288	2049
16:00	2	2	37	0	41	5	321	2	0	328	36	0	0	0	36	20	162	14	0	196	601
16:15	5	5	45	0	55	10	281	6	0	297	29	2	2	0	33	22	185	15	0	222	607
16:30	13	1	41	0	55	4	293	4	0	301	39	2	7	0	48	15	137	18	0	170	574
16:45	8	1	53	0	62	1	325	5	0	331	21	0	7	0	28	24	168	20	0	212	633
Total	28	9	176	0	213	20	1220	17	0	1257	125	4	16	0	145	81	652	67	0	800	2415
17:00	6	3	60	0	69	4	377	4	0	385	48	1	1	0	50	27	153	19	0	199	703
17:15	8	2	55	0	65	16	370	11	0	397	50	2	2	0	54	21	146	15	0	182	698
17:30	10	1	55	0	66	6	321	3	0	330	33	3	0	0	36	27	139	23	0	189	621
17:45	14	3	33	0	50	9	316	7	0	332	31	2	0	0	33	30	125	15	0	170	585
Total	38	9	203	0	250	35	1384	25	0	1444	162	8	3	0	173	105	563	72	0	740	2607
Grand Total	142	34	573	0	749	103	3582	69	0	3754	433	39	37	0	509	456	3289	488	0	4233	9245
Apprch %	19	4.5	76.5	0		2.7	95.4	1.8	0		85.1	7.7	7.3	0		10.8	77.7	11.5	0		
Total %	1.5	0.4	6.2	0	8.1	1.1	38.7	0.7	0	40.6	4.7	0.4	0.4	0	5.5	4.9	35.6	5.3	0	45.8	

	BERCUT DR. Southbound					RICHARDS BLVD. Westbound					BERCUT DR. Northbound					RICHARDS BLVD. Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	5	1	32	0	38	3	142	2	0	147	20	4	**3**	0	**27**	41	290	**47**	0	378	590
07:45	**18**	3	30	0	**51**	6	**150**	**7**	0	**163**	16	**6**	0	0	22	41	**316**	43	0	**400**	**636**
08:00	8	1	**33**	0	42	6	112	1	0	119	15	4	2	0	21	**49**	272	47	0	368	550
08:15	9	**5**	33	0	47	**7**	117	7	0	131	**24**	3	0	0	27	29	239	43	0	311	516
Total Volume	40	10	128	0	178	22	521	17	0	560	75	17	5	0	97	160	1117	180	0	1457	2292
% App. Total	22.5	5.6	71.9	0		3.9	93	3	0		77.3	17.5	5.2	0		11	76.7	12.4	0		
PHF	.556	.500	.970	.000	.873	.786	.868	.607	.000	.859	.781	.708	.417	.000	.898	.816	.884	.957	.000	.911	.901

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-003 F-BERCUT-RICHARDS
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



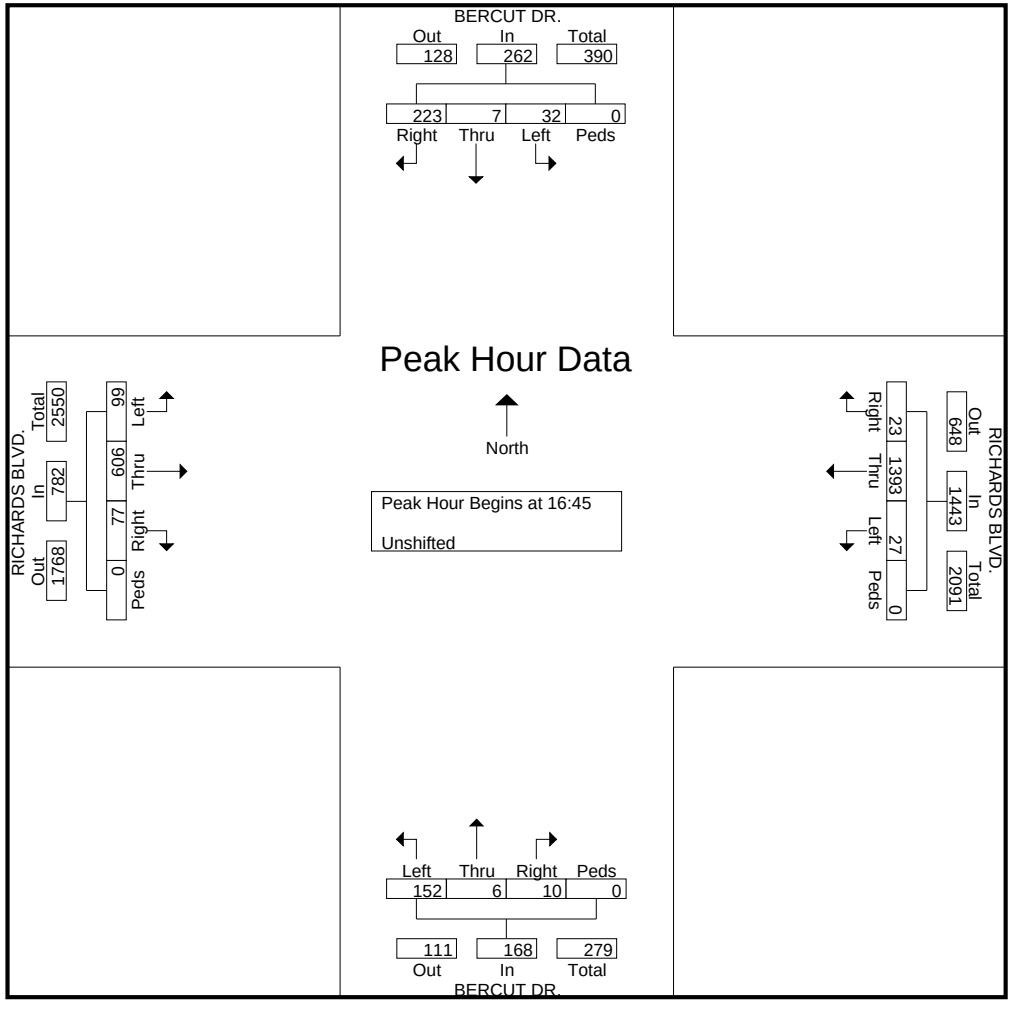
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	8	1	53	0	62	1	325	5	0	331	21	0	**7**	0	28	24	**168**	20	0	**212**	633
17:00	6	**3**	**60**	0	**69**	4	**377**	4	0	385	48	1	1	0	50	**27**	153	19	0	199	**703**
17:15	8	2	55	0	65	**16**	370	**11**	0	**397**	**50**	2	2	0	**54**	21	146	15	0	182	698
17:30	**10**	1	55	0	66	6	321	3	0	330	33	**3**	0	0	36	27	139	**23**	0	189	621
Total Volume	32	7	223	0	262	27	1393	23	0	1443	152	6	10	0	168	99	606	77	0	782	2655
% App. Total	12.2	2.7	85.1	0		1.9	96.5	1.6	0		90.5	3.6	6	0		12.7	77.5	9.8	0		
PHF	.800	.583	.929	.000	.949	.422	.924	.523	.000	.909	.760	.500	.357	.000	.778	.917	.902	.837	.000	.922	.944

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-003 F-BERCUT-RICHARDS
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-002 F-I 5 NB-RICHARDS
Site Code : 00000000
Start Date : 01/28/2009
Page No : 1

Groups Printed- Unshifted

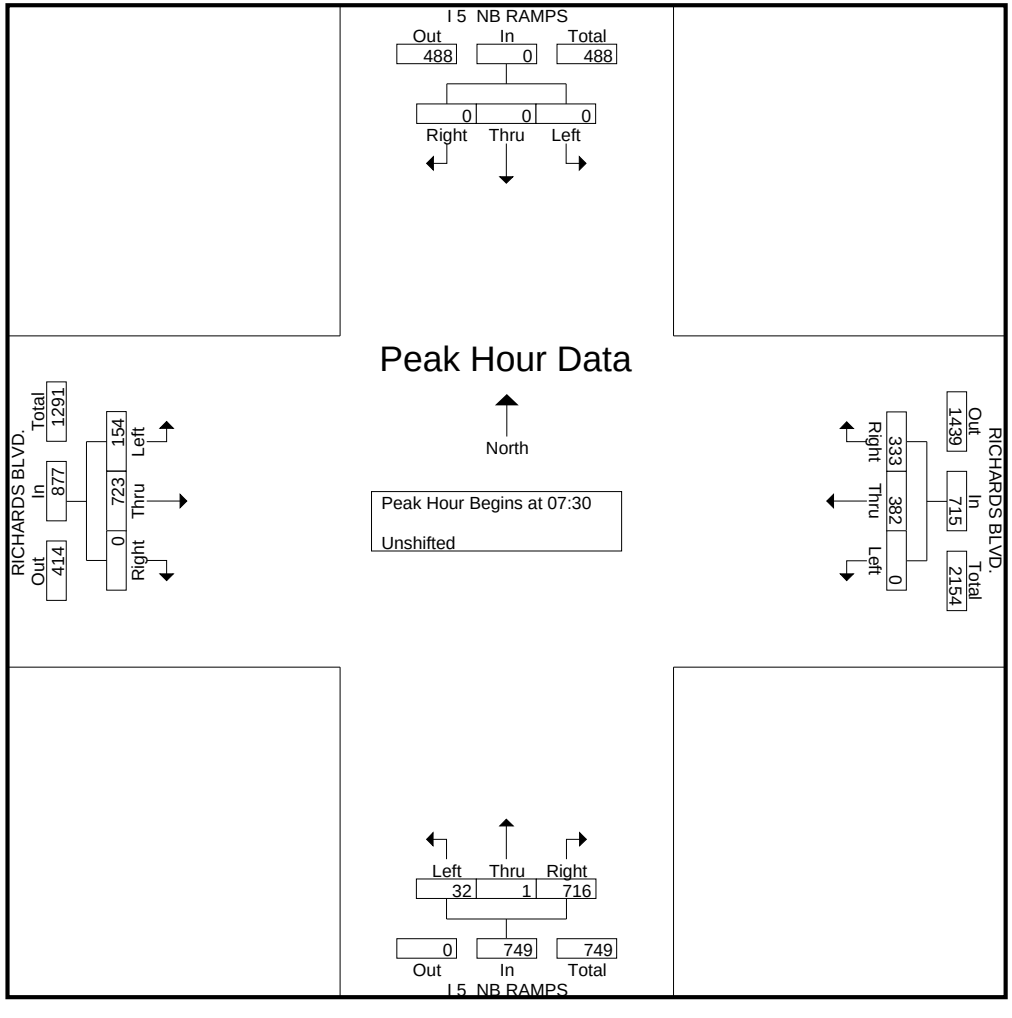
	I 5 NB RAMPS Southbound				RICHARDS BLVD. Westbound				I 5 NB RAMPS Northbound				RICHARDS BLVD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00	0	0	0	0	0	67	64	131	6	0	169	175	18	135	5	158	464
07:15	0	0	0	0	0	90	63	153	8	0	146	154	28	183	0	211	518
07:30	0	0	0	0	0	112	80	192	4	0	200	204	41	177	0	218	614
07:45	0	0	0	0	0	101	93	194	11	1	188	200	43	211	0	254	648
Total	0	0	0	0	0	370	300	670	29	1	703	733	130	706	5	841	2244
08:00	0	0	0	0	0	77	80	157	7	0	169	176	42	177	0	219	552
08:15	0	0	0	0	0	92	80	172	10	0	159	169	28	158	0	186	527
08:30	0	0	0	0	0	98	75	173	5	1	150	156	32	150	0	182	511
08:45	0	0	0	0	0	79	68	147	9	2	158	169	34	161	0	195	511
Total	0	0	0	0	0	346	303	649	31	3	636	670	136	646	0	782	2101
16:00	0	0	0	0	0	217	174	391	10	0	76	86	84	109	0	193	670
16:15	0	0	0	0	0	196	170	366	16	0	89	105	71	114	0	185	656
16:30	0	0	0	0	0	196	165	361	17	0	77	94	80	100	0	180	635
16:45	0	0	0	0	0	174	221	395	6	3	97	106	74	133	0	207	708
Total	0	0	0	0	0	783	730	1513	49	3	339	391	309	456	0	765	2669
17:00	0	0	0	0	0	236	254	490	19	1	71	91	76	111	0	187	768
17:15	0	0	0	0	0	204	288	492	19	8	69	96	73	132	0	205	793
17:30	0	0	0	0	0	181	227	408	15	3	91	109	91	103	0	194	711
17:45	0	0	0	0	0	154	210	364	23	4	66	93	58	102	0	160	617
Total	0	0	0	0	0	775	979	1754	76	16	297	389	298	448	0	746	2889
Grand Total	0	0	0	0	0	2274	2312	4586	185	23	1975	2183	873	2256	5	3134	9903
Apprch %	0	0	0		0	49.6	50.4		8.5	1.1	90.5		27.9	72	0.2		
Total %	0	0	0	0	0	23	23.3	46.3	1.9	0.2	19.9	22	8.8	22.8	0.1	31.6	

	I 5 NB RAMPS Southbound				RICHARDS BLVD. Westbound				I 5 NB RAMPS Northbound				RICHARDS BLVD. Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	**112**	80	192	4	0	**200**	**204**	41	177	0	218	614
07:45	0	0	0	0	0	101	**93**	**194**	**11**	**1**	188	200	**43**	**211**	0	**254**	**648**
08:00	0	0	0	0	0	77	80	157	7	0	169	176	42	177	0	219	552
08:15	0	0	0	0	0	92	80	172	10	0	159	169	28	158	0	186	527
Total Volume	0	0	0	0	0	382	333	715	32	1	716	749	154	723	0	877	2341
% App. Total	0	0	0		0	53.4	46.6		4.3	0.1	95.6		17.6	82.4	0		
PHF	.000	.000	.000	.000	.000	.853	.895	.921	.727	.250	.895	.918	.895	.857	.000	.863	.903

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-002 F-I 5 NB-RICHARDS
Site Code : 00000000
Start Date : 01/28/2009
Page No : 2



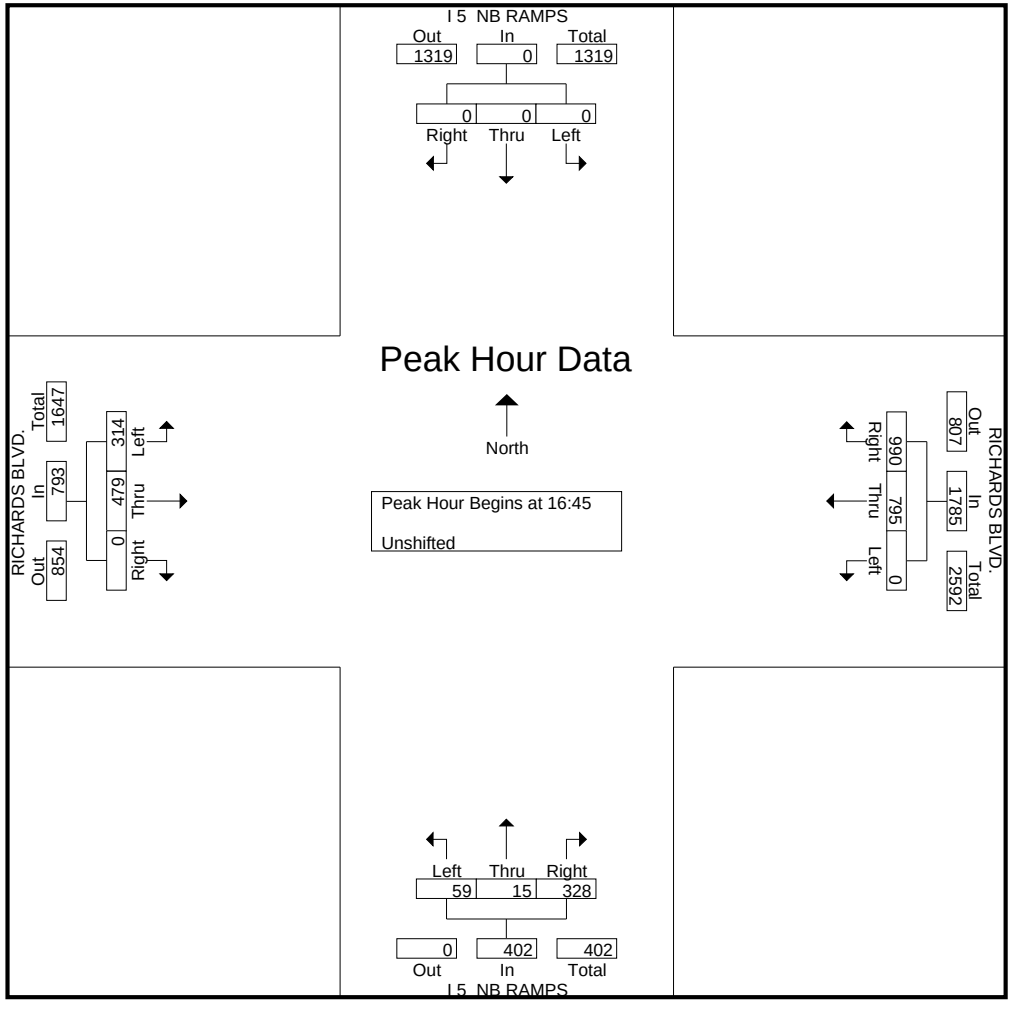
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	0	0	0	174	221	395	6	3	**97**	106	74	**133**	0	**207**	708
17:00	0	0	0	0	0	**236**	254	490	**19**	1	71	91	76	111	0	187	768
17:15	0	0	0	0	0	204	**288**	**492**	19	**8**	69	96	73	132	0	205	**793**
17:30	0	0	0	0	0	181	227	408	15	3	91	**109**	**91**	103	0	194	711
Total Volume	0	0	0	0	0	795	990	1785	59	15	328	402	314	479	0	793	2980
% App. Total	0	0	0		0	44.5	55.5		14.7	3.7	81.6		39.6	60.4	0		
PHF	.000	.000	.000	.000	.000	.842	.859	.907	.776	.469	.845	.922	.863	.900	.000	.958	.939

All Traffic Data

(916) 771-8700
F (916) 786-2879

File Name : 09-7040-002 F-I 5 NB-RICHARDS
Site Code : 00000000
Start Date : 01/28/2009
Page No : 3



Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-001

Location: Jibboom St S/o Richards Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	9		10					12:00	76		77				
00:15	9		9					12:15	66		52				
00:30	8		5					12:30	59		54				
00:45	5	31	9	33			64	12:45	73	274	68	251			525
01:00	6		8					13:00	64		88				
01:15	7		9					13:15	47		66				
01:30	4		8					13:30	62		77				
01:45	8	25	7	32			57	13:45	64	237	85	316			553
02:00	5		11					14:00	57		66				
02:15	5		4					14:15	73		69				
02:30	3		5					14:30	66		61				
02:45	4	17	2	22			39	14:45	66	262	62	258			520
03:00	2		1					15:00	69		69				
03:15	3		3					15:15	75		77				
03:30	4		3					15:30	92		83				
03:45	6	15	7	14			29	15:45	115	351	87	316			667
04:00	3		3					16:00	95		87				
04:15	4		6					16:15	145		89				
04:30	11		7					16:30	120		88				
04:45	14	32	3	19			51	16:45	114	474	102	366			840
05:00	7		2					17:00	105		99				
05:15	10		11					17:15	121		97				
05:30	13		29					17:30	118		111				
05:45	17	47	15	57			104	17:45	125	469	76	383			852
06:00	20		25					18:00	90		81				
06:15	22		40					18:15	73		69				
06:30	24		48					18:30	71		62				
06:45	33	99	69	182			281	18:45	67	301	57	269			570
07:00	33		113					19:00	47		52				
07:15	46		93					19:15	42		47				
07:30	42		92					19:30	26		41				
07:45	88	209	76	374			583	19:45	36	151	43	183			334
08:00	71		117					20:00	35		33				
08:15	68		100					20:15	23		25				
08:30	84		114					20:30	33		52				
08:45	67	290	105	436			726	20:45	20	111	43	153			264
09:00	102		97					21:00	30		30				
09:15	65		51					21:15	32		28				
09:30	59		57					21:30	16		38				
09:45	55	281	41	246			527	21:45	17	95	34	130			225
10:00	50		45					22:00	23		18				
10:15	53		55					22:15	8		15				
10:30	15		44					22:30	19		15				
10:45	16	134	38	182			316	22:45	13	63	21	69			132
11:00	79		62					23:00	11		14				
11:15	69		40					23:15	7		10				
11:30	67		61					23:30	10		14				
11:45	70	285	74	237			522	23:45	12	40	9	47			87
Total Vol.		1465		1834			**3299**			2828		2741			**5569**

Daily Totals

NB	SB		EB	WB
4293	4575	Combined		
		8868		

	AM			PM		
Split %	44.4%	55.6%	**37.2%**	50.8%	49.2%	**62.8%**
Peak Hour	08:15	08:00	**08:15**	16:15	16:45	**16:45**
Volume	321	436	**737**	484	409	**867**
P.H.F.	0.79	0.93	**0.93**	0.85	0.92	**0.95**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-020

Location: 16th St S/o North B St

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00	84					12:00	340				
00:15	74					12:15	388				
00:30	57					12:30	335				
00:45	34	249			249	12:45	323	1386			1386
01:00	33					13:00	310				
01:15	22					13:15	348				
01:30	25					13:30	356				
01:45	40	120			120	13:45	325	1339			1339
02:00	36					14:00	334				
02:15	31					14:15	404				
02:30	20					14:30	380				
02:45	17	104			104	14:45	394	1512			1512
03:00	12					15:00	359				
03:15	12					15:15	495				
03:30	16					15:30	441				
03:45	10	50			50	15:45	625	1920			1920
04:00	22					16:00	534				
04:15	14					16:15	635				
04:30	16					16:30	668				
04:45	28	80			80	16:45	773	2610			2610
05:00	37					17:00	760				
05:15	20					17:15	772				
05:30	34					17:30	724				
05:45	47	138			138	17:45	774	3030			3030
06:00	57					18:00	529				
06:15	85					18:15	490				
06:30	85					18:30	374				
06:45	120	347			347	18:45	319	1712			1712
07:00	184					19:00	292				
07:15	202					19:15	228				
07:30	188					19:30	196				
07:45	255	829			829	19:45	183	899			899
08:00	297					20:00	156				
08:15	285					20:15	199				
08:30	300					20:30	186				
08:45	301	1183			1183	20:45	147	688			688
09:00	273					21:00	157				
09:15	222					21:15	169				
09:30	223					21:30	130				
09:45	248	966			966	21:45	175	631			631
10:00	257					22:00	217				
10:15	220					22:15	139				
10:30	253					22:30	102				
10:45	244	974			974	22:45	97	555			555
11:00	250					23:00	79				
11:15	263					23:15	72				
11:30	319					23:30	61				
11:45	301	1133			1133	23:45	79	291			291
Total Vol.		6173			**6173**			16573			**16573**

Daily Totals

NB	SB	Combined	EB	WB
22746		**22746**		

	AM		PM	
Split %	100.0%	**27.1%**	100.0%	**72.9%**
Peak Hour	11:45	**11:45**	17:00	**17:00**
Volume	1364	**1364**	3030	**3030**
P.H.F.	0.88	**0.88**	0.97	**0.98**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-019

Location: 12th St S/o North B St

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00		40				12:00		247			
00:15		23				12:15		248			
00:30		29				12:30		243			
00:45		24	116		116	12:45		252	990		990
01:00		26				13:00		280			
01:15		22				13:15		260			
01:30		17				13:30		271			
01:45		23	88		88	13:45		264	1075		1075
02:00		13				14:00		226			
02:15		19				14:15		231			
02:30		18				14:30		223			
02:45		15	65		65	14:45		210	890		890
03:00		13				15:00		238			
03:15		7				15:15		262			
03:30		11				15:30		260			
03:45		13	44		44	15:45		259	1019		1019
04:00		13				16:00		279			
04:15		15				16:15		276			
04:30		16				16:30		298			
04:45		32	76		76	16:45		302	1155		1155
05:00		35				17:00		288			
05:15		50				17:15		317			
05:30		65				17:30		320			
05:45		86	236		236	17:45		286	1211		1211
06:00		134				18:00		271			
06:15		152				18:15		228			
06:30		179				18:30		206			
06:45		248	713		713	18:45		201	906		906
07:00		314				19:00		143			
07:15		338				19:15		119			
07:30		395				19:30		150			
07:45		428	1475		1475	19:45		137	549		549
08:00		495				20:00		107			
08:15		506				20:15		110			
08:30		484				20:30		92			
08:45		420	1905		1905	20:45		107	416		416
09:00		343				21:00		95			
09:15		332				21:15		103			
09:30		251				21:30		98			
09:45		263	1189		1189	21:45		86	382		382
10:00		246				22:00		87			
10:15		225				22:15		70			
10:30		205				22:30		62			
10:45		216	892		892	22:45		60	279		279
11:00		230				23:00		70			
11:15		216				23:15		44			
11:30		249				23:30		45			
11:45		220	915		915	23:45		47	206		206
Total Vol.		7714			**7714**			9078			**9078**

Daily Totals

NB	SB	EB	WB
	16792		

Combined **16792**

	AM		PM	
Split %	100.0%	**45.9%**	100.0%	**54.1%**
Peak Hour	07:45	**07:45**	16:45	**16:45**
Volume	1913	**1913**	1227	**1227**
P.H.F.	0.95	**0.95**	0.96	**0.96**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-018

Location: North B St E/o 12th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		7			12:00			45		47		
00:15			7		4			12:15			43		44		
00:30			7		4			12:30			36		39		
00:45			5	22	4	19	41	12:45			30	154	42	172	326
01:00			6		1			13:00			28		48		
01:15			8		2			13:15			35		54		
01:30			6		2			13:30			39		50		
01:45			8	28	3	8	36	13:45			37	139	54	206	345
02:00			2		1			14:00			49		44		
02:15			5		10			14:15			40		46		
02:30			1		7			14:30			28		31		
02:45			1	9	2	20	29	14:45			40	157	49	170	327
03:00			0		3			15:00			30		54		
03:15			3		5			15:15			29		53		
03:30			1		1			15:30			32		43		
03:45			6	10	3	12	22	15:45			44	135	69	219	354
04:00			2		14			16:00			63		29		
04:15			6		9			16:15			47		39		
04:30			10		7			16:30			73		34		
04:45			10	28	14	44	72	16:45			40	223	35	137	360
05:00			6		9			17:00			64		39		
05:15			10		2			17:15			60		29		
05:30			7		6			17:30			97		22		
05:45			3	26	13	30	56	17:45			92	313	23	113	426
06:00			6		8			18:00			44		17		
06:15			10		13			18:15			45		26		
06:30			6		13			18:30			33		14		
06:45			14	36	21	55	91	18:45			19	141	22	79	220
07:00			9		29			19:00			15		17		
07:15			20		29			19:15			13		16		
07:30			21		26			19:30			11		18		
07:45			15	65	46	130	195	19:45			4	43	20	71	114
08:00			11		46			20:00			17		16		
08:15			15		39			20:15			19		19		
08:30			31		40			20:30			3		24		
08:45			32	89	41	166	255	20:45			15	54	8	67	121
09:00			28		43			21:00			10		17		
09:15			18		44			21:15			4		13		
09:30			38		35			21:30			6		17		
09:45			31	115	39	161	276	21:45			7	27	11	58	85
10:00			30		32			22:00			9		11		
10:15			22		40			22:15			7		10		
10:30			32		39			22:30			6		6		
10:45			39	123	31	142	265	22:45			12	34	3	30	64
11:00			26		45			23:00			7		7		
11:15			30		38			23:15			9		7		
11:30			44		46			23:30			7		8		
11:45			26	126	46	175	301	23:45			7	30	2	24	54
Total Vol.				677		962	**1639**					1450		1346	**2796**

Daily Totals

NB	SB	Combined	EB	WB
		4435	2127	2308

	AM			PM		
Split %	41.3%	58.7%	**37.0%**	51.9%	48.1%	**63.0%**
Peak Hour	11:30	11:30	**11:30**	17:00	15:00	**17:00**
Volume	158	183	**341**	313	219	**426**
P.H.F.	0.88	0.97	**0.93**	0.81	0.79	**0.89**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-017

Location: North B St E/o 10th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			6		5			12:00			44		46		
00:15			2		8			12:15			33		33		
00:30			4		5			12:30			33		33		
00:45			2	14	2	20	34	12:45			25	135	36	148	283
01:00			3		5			13:00			24		40		
01:15			3		7			13:15			38		37		
01:30			3		6			13:30			28		43		
01:45			3	12	3	21	33	13:45			44	134	42	162	296
02:00			1		3			14:00			39		24		
02:15			1		5			14:15			30		32		
02:30			2		0			14:30			29		25		
02:45			2	6	4	12	18	14:45			30	128	37	118	246
03:00			2		3			15:00			37		32		
03:15			0		4			15:15			50		42		
03:30			0		4			15:30			30		39		
03:45			3	5	3	14	19	15:45			42	159	49	162	321
04:00			7		3			16:00			56		33		
04:15			4		9			16:15			64		34		
04:30			4		11			16:30			48		31		
04:45			5	20	6	29	49	16:45			70	238	33	131	369
05:00			11		8			17:00			62		34		
05:15			3		6			17:15			120		35		
05:30			9		9			17:30			84		34		
05:45			11	34	9	32	66	17:45			52	318	24	127	445
06:00			12		26			18:00			38		25		
06:15			8		33			18:15			26		27		
06:30			14		40			18:30			14		12		
06:45			19	53	48	147	200	18:45			20	98	13	77	175
07:00			25		62			19:00			16		16		
07:15			21		42			19:15			7		15		
07:30			24		53			19:30			7		14		
07:45			25	95	61	218	313	19:45			9	39	8	53	92
08:00			29		76			20:00			17		14		
08:15			46		79			20:15			4		1		
08:30			34		56			20:30			5		17		
08:45			22	131	43	254	385	20:45			4	30	7	39	69
09:00			27		46			21:00			7		6		
09:15			27		36			21:15			6		5		
09:30			37		34			21:30			5		7		
09:45			19	110	40	156	266	21:45			7	25	9	27	52
10:00			23		32			22:00			4		6		
10:15			27		26			22:15			5		9		
10:30			36		31			22:30			8		11		
10:45			32	118	39	128	246	22:45			4	21	9	35	56
11:00			35		31			23:00			6		8		
11:15			22		28			23:15			1		4		
11:30			33		31			23:30			4		4		
11:45			43	133	39	129	262	23:45			6	17	4	20	37
Total Vol.				731		1160	**1891**					1342		1099	**2441**

Daily Totals

NB	SB	Combined	EB	WB
		4332	2073	2259

	AM			PM		
Split %	38.7%	61.3%	**43.7%**	55.0%	45.0%	**56.3%**
Peak Hour	11:30	07:45	**07:45**	16:45	15:15	**16:45**
Volume	153	272	**406**	336	163	**472**
P.H.F.	0.87	0.86	**0.81**	0.70	0.83	**0.76**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-016

Location: North B St E/o 7th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			7		5			12:00			38		50		
00:15			2		8			12:15			26		34		
00:30			4		5			12:30			28		37		
00:45			2	15	2	20	35	12:45			21	113	29	150	263
01:00			3		3			13:00			19		34		
01:15			1		3			13:15			38		39		
01:30			2		6			13:30			26		44		
01:45			3	9	3	15	24	13:45			35	118	42	159	277
02:00			1		3			14:00			34		26		
02:15			2		5			14:15			30		33		
02:30			1		0			14:30			30		23		
02:45			1	5	2	10	15	14:45			22	116	33	115	231
03:00			2		2			15:00			36		39		
03:15			0		0			15:15			45		47		
03:30			0		4			15:30			25		40		
03:45			4	6	4	10	16	15:45			32	138	46	172	310
04:00			7		3			16:00			51		37		
04:15			5		9			16:15			59		36		
04:30			1		10			16:30			41		30		
04:45			4	17	8	30	47	16:45			58	209	31	134	343
05:00			6		8			17:00			53		34		
05:15			4		5			17:15			97		42		
05:30			10		9			17:30			75		32		
05:45			9	29	10	32	61	17:45			45	270	24	132	402
06:00			10		22			18:00			36		28		
06:15			11		27			18:15			22		27		
06:30			12		41			18:30			14		7		
06:45			20	53	52	142	195	18:45			11	83	16	78	161
07:00			23		56			19:00			13		13		
07:15			20		40			19:15			5		14		
07:30			18		55			19:30			6		14		
07:45			15	76	62	213	289	19:45			8	32	8	49	81
08:00			24		70			20:00			16		14		
08:15			39		72			20:15			4		1		
08:30			29		53			20:30			5		15		
08:45			13	105	42	237	342	20:45			2	27	7	37	64
09:00			22		35			21:00			6		9		
09:15			23		33			21:15			4		6		
09:30			26		29			21:30			2		4		
09:45			17	88	35	132	220	21:45			4	16	4	23	39
10:00			20		35			22:00			4		7		
10:15			25		25			22:15			6		9		
10:30			27		25			22:30			10		8		
10:45			30	102	35	120	222	22:45			2	22	9	33	55
11:00			33		29			23:00			5		6		
11:15			15		30			23:15			0		2		
11:30			27		30			23:30			6		5		
11:45			34	109	41	130	239	23:45			4	15	3	16	31
Total Vol.			614		1091		**1705**				1159		1098		**2257**

Daily Totals

	NB	SB		EB	WB
			Combined	1773	2189
			3962		

	AM			PM		
Split %	36.0%	64.0%	**43.0%**	51.4%	48.6%	**57.0%**
Peak Hour	11:45	07:30	**07:45**	16:45	15:00	**16:45**
Volume	126	259	**364**	283	172	**422**
P.H.F.	0.83	0.90	**0.82**	0.73	0.91	**0.76**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-015

Location: North B St W/o 7th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			3		3			12:00			16		15		
00:15			2		4			12:15			7		26		
00:30			3		3			12:30			14		12		
00:45			1	9	0	10	19	12:45			14	51	10	63	114
01:00			3		0			13:00			25		13		
01:15			1		0			13:15			18		12		
01:30			0		5			13:30			12		13		
01:45			0	4	0	5	9	13:45			16	71	17	55	126
02:00			0		1			14:00			19		14		
02:15			2		2			14:15			17		17		
02:30			1		0			14:30			15		8		
02:45			0	3	0	3	6	14:45			11	62	12	51	113
03:00			1		2			15:00			18		16		
03:15			0		1			15:15			14		32		
03:30			0		0			15:30			10		19		
03:45			3	4	0	3	7	15:45			21	63	23	90	153
04:00			2		0			16:00			13		15		
04:15			2		1			16:15			8		18		
04:30			2		2			16:30			12		14		
04:45			4	10	1	4	14	16:45			10	43	23	70	113
05:00			0		1			17:00			11		27		
05:15			1		3			17:15			10		38		
05:30			4		3			17:30			9		33		
05:45			4	9	2	9	18	17:45			4	34	18	116	150
06:00			2		6			18:00			6		11		
06:15			7		2			18:15			5		8		
06:30			9		17			18:30			2		6		
06:45			13	31	4	29	60	18:45			4	17	6	31	48
07:00			22		4			19:00			6		7		
07:15			9		9			19:15			1		1		
07:30			23		4			19:30			3		3		
07:45			19	73	11	28	101	19:45			1	11	1	12	23
08:00			24		10			20:00			2		7		
08:15			34		8			20:15			3		1		
08:30			24		19			20:30			3		5		
08:45			18	100	11	48	148	20:45			2	10	3	16	26
09:00			24		8			21:00			6		4		
09:15			13		5			21:15			4		3		
09:30			19		13			21:30			3		3		
09:45			16	72	6	32	104	21:45			3	16	1	11	27
10:00			9		10			22:00			2		2		
10:15			12		11			22:15			4		6		
10:30			8		10			22:30			3		2		
10:45			17	46	11	42	88	22:45			0	9	3	13	22
11:00			14		12			23:00			1		4		
11:15			8		14			23:15			0		4		
11:30			12		24			23:30			2		1		
11:45			17	51	13	63	114	23:45			2	5	2	11	16
Total Vol.			412		276		**688**				392		539		**931**

Daily Totals

NB	SB	Combined	EB	WB
		1619	804	815

	AM			PM		
Split %	59.9%	40.1%	**42.5%**	42.1%	57.9%	**57.5%**
Peak Hour	07:45	11:30	**07:45**	12:30	16:45	**16:45**
Volume	101	78	**149**	71	121	**161**
P.H.F.	0.74	0.75	**0.87**	0.71	0.80	**0.84**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-014

Location: Dos Rios St S/o Richards Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	14		14				
00:15	0		2					12:15	14		9				
00:30	0		0					12:30	10		13				
00:45	1	1	0	3			4	12:45	13	51	15	51			102
01:00	1		0					13:00	18		15				
01:15	2		3					13:15	18		20				
01:30	1		1					13:30	11		7				
01:45	1	5	1	5			10	13:45	14	61	14	56			117
02:00	1		3					14:00	17		13				
02:15	1		0					14:15	13		21				
02:30	1		0					14:30	18		18				
02:45	0	3	2	5			8	14:45	19	67	7	59			126
03:00	1		3					15:00	10		7				
03:15	0		0					15:15	16		13				
03:30	4		0					15:30	11		14				
03:45	1	6	1	4			10	15:45	12	49	18	52			101
04:00	2		1					16:00	10		7				
04:15	0		0					16:15	9		2				
04:30	1		2					16:30	19		13				
04:45	0	3	1	4			7	16:45	9	47	11	33			80
05:00	3		1					17:00	16		7				
05:15	1		0					17:15	20		5				
05:30	2		1					17:30	7		8				
05:45	1	7	3	5			12	17:45	11	54	6	26			80
06:00	2		2					18:00	8		9				
06:15	4		6					18:15	7		1				
06:30	2		4					18:30	2		2				
06:45	3	11	3	15			26	18:45	6	23	2	14			37
07:00	7		12					19:00	6		11				
07:15	6		7					19:15	8		5				
07:30	5		15					19:30	2		2				
07:45	10	28	12	46			74	19:45	3	19	2	20			39
08:00	10		28					20:00	15		2				
08:15	11		12					20:15	5		4				
08:30	8		12					20:30	3		6				
08:45	10	39	14	66			105	20:45	2	25	3	15			40
09:00	10		18					21:00	1		2				
09:15	11		9					21:15	6		4				
09:30	8		12					21:30	2		5				
09:45	5	34	15	54			88	21:45	5	14	1	12			26
10:00	12		15					22:00	3		1				
10:15	7		12					22:15	3		2				
10:30	13		16					22:30	1		2				
10:45	17	49	16	59			108	22:45	2	9	2	7			16
11:00	16		9					23:00	0		1				
11:15	10		21					23:15	0		1				
11:30	11		14					23:30	0		3				
11:45	15	52	12	56			108	23:45	0	0	0	5			5
Total Vol.		238		322			**560**			419		350			**769**

Daily Totals

NB	SB		EB	WB
657	672	Combined		
		1329		

	AM			PM		
Split %	42.5%	57.5%	**42.1%**	54.5%	45.5%	**57.9%**
Peak Hour	10:30	07:30	**10:30**	14:00	13:45	**13:45**
Volume	56	67	**118**	67	66	**128**
P.H.F.	0.82	0.60	**0.89**	0.92	0.79	**0.89**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-013

Location: 10th St S/o Richards Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	11		17				
00:15	0		0					12:15	11		12				
00:30	0		0					12:30	12		19				
00:45	0	0	0	1			1	12:45	18	52	12	60			112
01:00	4		0					13:00	17		15				
01:15	2		3					13:15	24		9				
01:30	2		0					13:30	9		11				
01:45	0	8	0	3			11	13:45	15	65	13	48			113
02:00	0		0					14:00	4		16				
02:15	0		0					14:15	11		18				
02:30	2		0					14:30	16		14				
02:45	1	3	0	0			3	14:45	9	40	13	61			101
03:00	1		1					15:00	6		16				
03:15	1		2					15:15	16		19				
03:30	2		0					15:30	12		8				
03:45	0	4	1	4			8	15:45	18	52	13	56			108
04:00	0		1					16:00	9		13				
04:15	1		0					16:15	19		15				
04:30	0		3					16:30	9		20				
04:45	2	3	6	10			13	16:45	10	47	20	68			115
05:00	1		11					17:00	12		11				
05:15	1		6					17:15	10		34				
05:30	3		1					17:30	12		15				
05:45	4	9	5	23			32	17:45	2	36	7	67			103
06:00	7		5					18:00	3		5				
06:15	9		6					18:15	10		14				
06:30	5		5					18:30	5		1				
06:45	4	25	14	30			55	18:45	6	24	6	26			50
07:00	3		32					19:00	5		5				
07:15	12		14					19:15	7		1				
07:30	12		12					19:30	0		2				
07:45	12	39	25	83			122	19:45	3	15	3	11			26
08:00	17		27					20:00	2		3				
08:15	21		22					20:15	1		1				
08:30	14		18					20:30	0		2				
08:45	8	60	14	81			141	20:45	0	3	1	7			10
09:00	13		14					21:00	2		4				
09:15	18		16					21:15	8		2				
09:30	13		11					21:30	0		1				
09:45	8	52	8	49			101	21:45	2	12	1	8			20
10:00	11		13					22:00	1		2				
10:15	14		22					22:15	1		1				
10:30	9		14					22:30	1		1				
10:45	11	45	6	55			100	22:45	1	4	1	5			9
11:00	7		12					23:00	2		1				
11:15	7		16					23:15	2		0				
11:30	11		13					23:30	0		3				
11:45	15	40	21	62			102	23:45	2	6	0	4			10
Total Vol.		288		401			**689**			356		421			**777**

Daily Totals

NB	SB		EB	WB
644	822	Combined		
		1466		

	AM			PM		
Split %	41.8%	58.2%	**47.0%**	45.8%	54.2%	**53.0%**
Peak Hour	07:45	07:45	**07:45**	12:30	16:30	**12:30**
Volume	64	92	**156**	71	85	**126**
P.H.F.	0.76	0.85	**0.89**	0.89	0.63	**0.95**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-012

Location: 7th St S/o Richards Blvd

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	3		5					12:00	57		48				
00:15	11		3					12:15	55		59				
00:30	2		0					12:30	48		38				
00:45	3	19	0	8			27	12:45	48	208	37	182			390
01:00	6		3					13:00	40		62				
01:15	4		0					13:15	54		57				
01:30	5		1					13:30	44		42				
01:45	2	17	5	9			26	13:45	55	193	44	205			398
02:00	2		1					14:00	39		58				
02:15	5		0					14:15	43		51				
02:30	1		0					14:30	80		45				
02:45	2	10	2	3			13	14:45	56	218	37	191			409
03:00	1		2					15:00	43		46				
03:15	1		1					15:15	51		39				
03:30	5		0					15:30	46		29				
03:45	3	10	2	5			15	15:45	55	195	37	151			346
04:00	5		5					16:00	41		40				
04:15	7		3					16:15	60		43				
04:30	7		1					16:30	43		43				
04:45	7	26	5	14			40	16:45	56	200	34	160			360
05:00	7		10					17:00	62		51				
05:15	5		6					17:15	86		46				
05:30	8		8					17:30	86		44				
05:45	6	26	23	47			73	17:45	61	295	43	184			479
06:00	11		31					18:00	52		22				
06:15	18		31					18:15	41		20				
06:30	16		48					18:30	29		15				
06:45	32	77	43	153			230	18:45	23	145	12	69			214
07:00	30		74					19:00	20		18				
07:15	24		76					19:15	25		10				
07:30	28		113					19:30	15		5				
07:45	36	118	116	379			497	19:45	9	69	7	40			109
08:00	41		128					20:00	18		11				
08:15	40		140					20:15	6		7				
08:30	26		143					20:30	13		6				
08:45	33	140	112	523			663	20:45	10	47	7	31			78
09:00	28		116					21:00	16		6				
09:15	27		64					21:15	6		7				
09:30	37		61					21:30	9		8				
09:45	49	141	44	285			426	21:45	8	39	10	31			70
10:00	37		51					22:00	6		6				
10:15	32		38					22:15	7		17				
10:30	29		53					22:30	14		27				
10:45	42	140	43	185			325	22:45	31	58	10	60			118
11:00	39		47					23:00	3		8				
11:15	29		35					23:15	5		8				
11:30	47		38					23:30	2		3				
11:45	60	175	50	170			345	23:45	3	13	3	22			35
Total Vol.		899		1781			**2680**			1680		1326			**3006**

Daily Totals

NB	SB		EB	WB
2579	3107	Combined		
		5686		

	AM			PM		
Split %	33.5%	66.5%	**47.1%**	55.9%	44.1%	**52.9%**
Peak Hour	11:45	07:45	**07:45**	17:00	13:00	**17:00**
Volume	220	527	**670**	295	205	**479**
P.H.F.	0.92	0.92	**0.93**	0.93	0.83	**0.91**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-011

Location: 16th St S/o Richards Blvd

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00	79					12:00	309				
00:15	96					12:15	364				
00:30	80					12:30	389				
00:45	60	315			315	12:45	373	1435			1435
01:00	48					13:00	327				
01:15	43					13:15	317				
01:30	33					13:30	372				
01:45	41	165			165	13:45	372	1388			1388
02:00	43					14:00	346				
02:15	39					14:15	354				
02:30	36					14:30	412				
02:45	22	140			140	14:45	420	1532			1532
03:00	19					15:00	398				
03:15	17					15:15	373				
03:30	19					15:30	512				
03:45	26	81			81	15:45	469	1752			1752
04:00	13					16:00	720				
04:15	9					16:15	606				
04:30	22					16:30	726				
04:45	21	65			65	16:45	727	2779			2779
05:00	17					17:00	854				
05:15	19					17:15	836				
05:30	18					17:30	838				
05:45	39	93			93	17:45	871	3399			3399
06:00	44					18:00	864				
06:15	48					18:15	587				
06:30	73					18:30	510				
06:45	71	236			236	18:45	376	2337			2337
07:00	103					19:00	329				
07:15	160					19:15	293				
07:30	201					19:30	236				
07:45	194	658			658	19:45	202	1060			1060
08:00	239					20:00	188				
08:15	297					20:15	176				
08:30	297					20:30	198				
08:45	330	1163			1163	20:45	179	741			741
09:00	292					21:00	158				
09:15	285					21:15	171				
09:30	237					21:30	169				
09:45	232	1046			1046	21:45	132	630			630
10:00	262					22:00	178				
10:15	258					22:15	230				
10:30	227					22:30	153				
10:45	260	1007			1007	22:45	104	665			665
11:00	270					23:00	107				
11:15	274					23:15	93				
11:30	280					23:30	72				
11:45	333	1157			1157	23:45	61	333			333
Total Vol.		6126			**6126**			18051			**18051**

Daily Totals

NB	SB	Combined	EB	WB
24177		**24177**		

	AM		PM	
Split %	100.0%	**25.3%**	100.0%	**74.7%**
Peak Hour	11:45	**11:45**	17:15	**17:15**
Volume	1395	**1395**	3409	**3409**
P.H.F.	0.90	**0.90**	0.98	**0.98**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-010

Location: 12th St S/o Richards Blvd

AM Period	NB	SB	EB	WB		PM Period	NB	SB	EB	WB	
00:00		41				12:00		258			
00:15		46				12:15		261			
00:30		25				12:30		275			
00:45		34	146		146	12:45		263	1057		1057
01:00		24				13:00		272			
01:15		24				13:15		317			
01:30		20				13:30		280			
01:45		20	88		88	13:45		300	1169		1169
02:00		24				14:00		280			
02:15		14				14:15		261			
02:30		13				14:30		248			
02:45		15	66		66	14:45		218	1007		1007
03:00		19				15:00		234			
03:15		13				15:15		267			
03:30		9				15:30		264			
03:45		11	52		52	15:45		291	1056		1056
04:00		20				16:00		271			
04:15		30				16:15		313			
04:30		23				16:30		301			
04:45		16	89		89	16:45		332	1217		1217
05:00		46				17:00		290			
05:15		49				17:15		320			
05:30		53				17:30		345			
05:45		75	223		223	17:45		376	1331		1331
06:00		107				18:00		348			
06:15		165				18:15		317			
06:30		196				18:30		266			
06:45		224	692		692	18:45		200	1131		1131
07:00		346				19:00		197			
07:15		421				19:15		152			
07:30		397				19:30		132			
07:45		500	1664		1664	19:45		155	636		636
08:00		534				20:00		136			
08:15		627				20:15		120			
08:30		604				20:30		113			
08:45		567	2332		2332	20:45		97	466		466
09:00		505				21:00		115			
09:15		425				21:15		90			
09:30		339				21:30		95			
09:45		286	1555		1555	21:45		105	405		405
10:00		301				22:00		93			
10:15		254				22:15		84			
10:30		257				22:30		75			
10:45		240	1052		1052	22:45		76	328		328
11:00		240				23:00		73			
11:15		245				23:15		68			
11:30		248				23:30		52			
11:45		282	1015		1015	23:45		45	238		238
Total Vol.			8974		**8974**				10041		**10041**

Daily Totals

NB	SB	EB	WB
	19015		

Combined **19015**

	AM		PM	
Split %	100.0%	**47.2%**	100.0%	**52.8%**
Peak Hour	08:00	**08:00**	17:15	**17:15**
Volume	2332	**2332**	1389	**1389**
P.H.F.	0.93	**0.93**	0.92	**0.92**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-009

Location: Vine St E/o 10th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		0			12:00			6		6		
00:15			1		4			12:15			4		11		
00:30			0		0			12:30			3		9		
00:45			2	4	1	5	9	12:45			5	18	9	35	53
01:00			2		1			13:00			8		15		
01:15			4		1			13:15			9		8		
01:30			3		1			13:30			5		6		
01:45			0	9	1	4	13	13:45			8	30	7	36	66
02:00			2		7			14:00			7		7		
02:15			2		7			14:15			5		6		
02:30			0		4			14:30			8		12		
02:45			1	5	4	22	27	14:45			5	25	7	32	57
03:00			3		1			15:00			7		3		
03:15			3		2			15:15			6		9		
03:30			2		1			15:30			7		4		
03:45			2	10	4	8	18	15:45			3	23	11	27	50
04:00			1		3			16:00			2		13		
04:15			2		6			16:15			3		2		
04:30			0		3			16:30			8		7		
04:45			1	4	1	13	17	16:45			8	21	6	28	49
05:00			0		4			17:00			3		8		
05:15			0		2			17:15			3		4		
05:30			1		1			17:30			2		1		
05:45			2	3	1	8	11	17:45			0	8	6	19	27
06:00			2		1			18:00			2		4		
06:15			0		0			18:15			8		7		
06:30			2		1			18:30			4		4		
06:45			4	8	1	3	11	18:45			0	14	1	16	30
07:00			4		5			19:00			2		2		
07:15			0		5			19:15			4		2		
07:30			0		7			19:30			1		2		
07:45			6	10	6	23	33	19:45			0	7	0	6	13
08:00			3		7			20:00			0		1		
08:15			4		8			20:15			5		2		
08:30			2		7			20:30			1		1		
08:45			5	14	11	33	47	20:45			0	6	3	7	13
09:00			4		6			21:00			0		2		
09:15			3		5			21:15			0		0		
09:30			11		9			21:30			0		1		
09:45			5	23	11	31	54	21:45			3	3	0	3	6
10:00			4		6			22:00			1		2		
10:15			10		5			22:15			0		0		
10:30			5		5			22:30			1		0		
10:45			4	23	6	22	45	22:45			1	3	1	3	6
11:00			6		2			23:00			0		1		
11:15			9		12			23:15			0		0		
11:30			4		14			23:30			0		0		
11:45			3	22	7	35	57	23:45			0	0	0	1	1
Total Vol.			135		207		**342**				158		213		**371**

Daily Totals

NB	SB	Combined	EB	WB
		713	293	420

	AM			PM		
Split %	39.5%	60.5%	**48.0%**	42.6%	57.4%	**52.0%**
Peak Hour	09:30	11:15	**09:30**	13:00	12:15	**12:30**
Volume	30	39	**61**	30	44	**66**
P.H.F.	0.68	0.70	**0.76**	0.83	0.73	**0.72**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-008

Location: Richards Blvd E/o Dos Rios St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			12		22			12:00			114		119		
00:15			20		16			12:15			139		136		
00:30			7		15			12:30			134		115		
00:45			10	49	14	67	116	12:45			137	524	117	487	1011
01:00			13		17			13:00			123		111		
01:15			16		7			13:15			127		134		
01:30			11		11			13:30			144		143		
01:45			9	49	15	50	99	13:45			105	499	134	522	1021
02:00			10		6			14:00			130		130		
02:15			10		6			14:15			108		154		
02:30			8		9			14:30			156		150		
02:45			7	35	8	29	64	14:45			145	539	139	573	1112
03:00			8		6			15:00			147		127		
03:15			8		20			15:15			149		155		
03:30			3		7			15:30			159		146		
03:45			7	26	5	38	64	15:45			180	635	117	545	1180
04:00			12		8			16:00			146		180		
04:15			4		7			16:15			186		179		
04:30			8		25			16:30			174		208		
04:45			17	41	10	50	91	16:45			192	698	204	771	1469
05:00			10		15			17:00			184		209		
05:15			14		22			17:15			197		210		
05:30			13		22			17:30			183		237		
05:45			21	58	34	93	151	17:45			163	727	206	862	1589
06:00			30		49			18:00			138		179		
06:15			26		73			18:15			122		141		
06:30			46		70			18:30			119		160		
06:45			73	175	94	286	461	18:45			96	475	122	602	1077
07:00			111		122			19:00			57		95		
07:15			105		149			19:15			60		85		
07:30			159		152			19:30			44		84		
07:45			160	535	182	605	1140	19:45			45	206	80	344	550
08:00			182		200			20:00			62		53		
08:15			145		239			20:15			40		70		
08:30			161		207			20:30			46		68		
08:45			167	655	196	842	1497	20:45			28	176	64	255	431
09:00			185		163			21:00			34		63		
09:15			183		171			21:15			28		71		
09:30			123		120			21:30			42		51		
09:45			114	605	125	579	1184	21:45			33	137	41	226	363
10:00			135		112			22:00			27		40		
10:15			116		143			22:15			34		26		
10:30			91		111			22:30			30		36		
10:45			107	449	122	488	937	22:45			35	126	35	137	263
11:00			126		98			23:00			22		33		
11:15			93		100			23:15			22		27		
11:30			126		108			23:30			20		19		
11:45			114	459	123	429	888	23:45			15	79	32	111	190
Total Vol.			3136		3556		**6692**				4821		5435		**10256**

Daily Totals

	NB	SB		EB	WB
			Combined	7957	8991
			16948		

	AM			PM		
Split %	46.9%	53.1%	**39.5%**	47.0%	53.0%	**60.5%**
Peak Hour	08:30	08:00	**08:00**	16:45	17:00	**16:45**
Volume	696	842	**1497**	756	862	**1616**
P.H.F.	0.94	0.88	**0.97**	0.96	0.91	**0.96**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-007

Location: Richards Blvd E/o 10th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			17		14			12:00			125		142		
00:15			14		15			12:15			111		119		
00:30			21		15			12:30			148		127		
00:45			7	59	17	61	120	12:45			119	503	121	509	1012
01:00			11		8			13:00			144		139		
01:15			14		15			13:15			126		147		
01:30			19		16			13:30			143		149		
01:45			12	56	8	47	103	13:45			136	549	144	579	1128
02:00			9		6			14:00			104		170		
02:15			9		12			14:15			134		153		
02:30			13		10			14:30			119		146		
02:45			6	37	7	35	72	14:45			150	507	133	602	1109
03:00			8		20			15:00			137		154		
03:15			9		6			15:15			150		150		
03:30			9		10			15:30			129		118		
03:45			3	29	8	44	73	15:45			158	574	204	626	1200
04:00			8		7			16:00			181		186		
04:15			11		25			16:15			147		213		
04:30			5		10			16:30			184		204		
04:45			7	31	15	57	88	16:45			165	677	213	816	1493
05:00			15		24			17:00			175		226		
05:15			10		22			17:15			177		247		
05:30			16		34			17:30			198		211		
05:45			14	55	47	127	182	17:45			164	714	182	866	1580
06:00			33		71			18:00			154		158		
06:15			39		69			18:15			141		174		
06:30			32		89			18:30			119		119		
06:45			43	147	123	352	499	18:45			116	530	98	549	1079
07:00			80		149			19:00			95		94		
07:15			113		149			19:15			64		87		
07:30			118		180			19:30			60		79		
07:45			166	477	197	675	1152	19:45			43	262	58	318	580
08:00			162		236			20:00			50		83		
08:15			179		201			20:15			66		71		
08:30			154		187			20:30			42		64		
08:45			172	667	162	786	1453	20:45			48	206	61	279	485
09:00			176		169			21:00			29		71		
09:15			187		118			21:15			30		57		
09:30			183		122			21:30			32		39		
09:45			123	669	96	505	1174	21:45			45	136	43	210	346
10:00			102		136			22:00			33		29		
10:15			127		117			22:15			29		38		
10:30			124		119			22:30			31		36		
10:45			93	446	111	483	929	22:45			32	125	37	140	265
11:00			92		104			23:00			34		28		
11:15			130		111			23:15			21		19		
11:30			107		128			23:30			26		30		
11:45			125	454	123	466	920	23:45			21	102	28	105	207
Total Vol.			3127		3638		**6765**				4885		5599		**10484**

Daily Totals

	NB	SB		EB	WB
			Combined	8012	9237
			17249		

	AM			PM		
Split %	46.2%	53.8%	**39.2%**	46.6%	53.4%	**60.8%**
Peak Hour	08:45	07:45	**07:45**	16:45	16:45	**16:45**
Volume	718	821	**1482**	715	897	**1612**
P.H.F.	0.96	0.87	**0.93**	0.90	0.91	**0.95**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-006

Location: Richards Blvd E/o 7th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			14		15			12:00			135		171		
00:15			23		17			12:15			158		143		
00:30			9		14			12:30			161		165		
00:45			12	58	16	62	120	12:45			163	617	135	614	1231
01:00			17		11			13:00			158		167		
01:15			22		16			13:15			161		164		
01:30			11		17			13:30			161		160		
01:45			8	58	10	54	112	13:45			138	618	164	655	1273
02:00			10		12			14:00			159		191		
02:15			13		18			14:15			137		167		
02:30			5		16			14:30			174		158		
02:45			8	36	12	58	94	14:45			151	621	147	663	1284
03:00			12		19			15:00			147		169		
03:15			13		15			15:15			131		178		
03:30			5		13			15:30			185		146		
03:45			9	39	12	59	98	15:45			175	638	251	744	1382
04:00			12		10			16:00			150		205		
04:15			7		29			16:15			188		247		
04:30			13		12			16:30			166		257		
04:45			19	51	16	67	118	16:45			187	691	247	956	1647
05:00			19		22			17:00			171		268		
05:15			21		23			17:15			177		301		
05:30			18		31			17:30			169		251		
05:45			42	100	46	122	222	17:45			164	681	202	1022	1703
06:00			52		65			18:00			136		181		
06:15			44		68			18:15			112		193		
06:30			74		85			18:30			116		137		
06:45			106	276	114	332	608	18:45			90	454	118	629	1083
07:00			160		135			19:00			68		103		
07:15			165		145			19:15			60		98		
07:30			210		169			19:30			41		82		
07:45			218	753	184	633	1386	19:45			55	224	68	351	575
08:00			234		196			20:00			62		91		
08:15			205		207			20:15			45		85		
08:30			198		178			20:30			51		65		
08:45			218	855	159	740	1595	20:45			37	195	64	305	500
09:00			208		173			21:00			34		74		
09:15			230		126			21:15			42		65		
09:30			163		135			21:30			41		45		
09:45			123	724	111	545	1269	21:45			32	149	48	232	381
10:00			156		152			22:00			35		33		
10:15			154		128			22:15			32		42		
10:30			116		134			22:30			39		43		
10:45			113	539	130	544	1083	22:45			36	142	46	164	306
11:00			147		123			23:00			22		37		
11:15			136		127			23:15			29		28		
11:30			154		159			23:30			20		26		
11:45			142	579	160	569	1148	23:45			14	85	34	125	210
Total Vol.			4068		3785		**7853**				5115		6460		**11575**

Daily Totals

	NB	SB		EB	WB
			Combined	9183	10245
			19428		

	AM			PM		
Split %	51.8%	48.2%	**40.4%**	44.2%	55.8%	**59.6%**
Peak Hour	07:30	07:45	**07:30**	16:15	16:30	**16:30**
Volume	867	765	**1623**	712	1073	**1774**
P.H.F.	0.93	0.92	**0.94**	0.95	0.89	**0.93**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-005

Location: Richards Blvd E/o 5th St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			21		17			12:00			163		201		
00:15			22		21			12:15			193		197		
00:30			9		17			12:30			182		186		
00:45			13	65	20	75	140	12:45			180	718	167	751	1469
01:00			17		14			13:00			202		180		
01:15			21		21			13:15			194		198		
01:30			9		19			13:30			174		181		
01:45			11	58	11	65	123	13:45			173	743	193	752	1495
02:00			12		15			14:00			182		199		
02:15			13		22			14:15			162		187		
02:30			5		18			14:30			168		202		
02:45			10	40	13	68	108	14:45			168	680	171	759	1439
03:00			12		17			15:00			168		190		
03:15			13		17			15:15			168		207		
03:30			5		16			15:30			177		180		
03:45			10	40	13	63	103	15:45			179	692	322	899	1591
04:00			18		16			16:00			164		239		
04:15			8		32			16:15			207		272		
04:30			14		20			16:30			183		278		
04:45			25	65	20	88	153	16:45			186	740	299	1088	1828
05:00			25		26			17:00			176		284		
05:15			24		24			17:15			177		327		
05:30			25		35			17:30			167		318		
05:45			62	136	39	124	260	17:45			162	682	221	1150	1832
06:00			80		49			18:00			139		205		
06:15			85		73			18:15			112		212		
06:30			108		74			18:30			112		157		
06:45			152	425	110	306	731	18:45			97	460	135	709	1169
07:00			218		113			19:00			73		110		
07:15			191		125			19:15			68		118		
07:30			261		144			19:30			39		84		
07:45			271	941	166	548	1489	19:45			65	245	79	391	636
08:00			273		152			20:00			63		101		
08:15			255		161			20:15			50		85		
08:30			263		139			20:30			49		72		
08:45			262	1053	126	578	1631	20:45			39	201	71	329	530
09:00			274		146			21:00			34		79		
09:15			259		125			21:15			48		70		
09:30			193		143			21:30			47		53		
09:45			150	876	132	546	1422	21:45			34	163	52	254	417
10:00			175		166			22:00			35		33		
10:15			164		138			22:15			40		38		
10:30			143		146			22:30			48		41		
10:45			137	619	159	609	1228	22:45			36	159	65	177	336
11:00			177		134			23:00			28		38		
11:15			142		139			23:15			28		30		
11:30			170		164			23:30			23		27		
11:45			163	652	199	636	1288	23:45			15	94	33	128	222
Total Vol.			4970		3706		**8676**				5577		7387		**12964**

Daily Totals

	NB	SB	EB	WB
Combined			10547	11093
21640				

	AM			PM		
Split %	57.3%	42.7%	**40.1%**	43.0%	57.0%	**59.9%**
Peak Hour	07:45	11:45	**07:30**	12:30	16:45	**16:45**
Volume	1062	783	**1683**	758	1228	**1934**
P.H.F.	0.97	0.97	**0.96**	0.94	0.94	**0.96**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-004

Location: Richards Blvd E/o Sequoia Pacific Blvd

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			21		16			12:00			174		220		
00:15			24		21			12:15			198		196		
00:30			9		21			12:30			181		189		
00:45			14	68	20	78	146	12:45			189	742	168	773	1515
01:00			18		12			13:00			205		180		
01:15			21		25			13:15			207		211		
01:30			11		19			13:30			181		188		
01:45			10	60	11	67	127	13:45			184	777	202	781	1558
02:00			14		17			14:00			191		215		
02:15			17		22			14:15			171		200		
02:30			6		17			14:30			177		194		
02:45			11	48	16	72	120	14:45			160	699	184	793	1492
03:00			19		17			15:00			178		211		
03:15			14		15			15:15			178		231		
03:30			6		21			15:30			185		189		
03:45			12	51	11	64	115	15:45			183	724	312	943	1667
04:00			19		14			16:00			168		258		
04:15			9		30			16:15			208		295		
04:30			16		21			16:30			185		268		
04:45			31	75	25	90	165	16:45			190	751	305	1126	1877
05:00			28		30			17:00			181		290		
05:15			29		27			17:15			171		327		
05:30			32		43			17:30			167		326		
05:45			62	151	34	134	285	17:45			161	680	216	1159	1839
06:00			88		40			18:00			140		216		
06:15			87		68			18:15			112		216		
06:30			123		64			18:30			113		158		
06:45			172	470	105	277	747	18:45			98	463	129	719	1182
07:00			234		99			19:00			81		116		
07:15			212		139			19:15			68		116		
07:30			263		143			19:30			41		98		
07:45			265	974	169	550	1524	19:45			65	255	74	404	659
08:00			292		170			20:00			65		104		
08:15			271		160			20:15			50		93		
08:30			257		143			20:30			48		79		
08:45			271	1091	129	602	1693	20:45			41	204	81	357	561
09:00			290		163			21:00			34		85		
09:15			256		121			21:15			46		68		
09:30			195		141			21:30			49		55		
09:45			154	895	124	549	1444	21:45			35	164	57	265	429
10:00			170		166			22:00			35		32		
10:15			174		146			22:15			36		42		
10:30			140		144			22:30			55		41		
10:45			146	630	151	607	1237	22:45			33	159	67	182	341
11:00			178		151			23:00			25		38		
11:15			149		132			23:15			36		32		
11:30			175		183			23:30			24		28		
11:45			161	663	192	658	1321	23:45			17	102	29	127	229
Total Vol.			5176		3748		**8924**				5720		7629		**13349**

Daily Totals

NB	SB		EB	WB
		Combined	10896	11377
		22273		

	AM			PM		
Split %	58.0%	42.0%	**40.1%**	42.8%	57.2%	**59.9%**
Peak Hour	07:30	11:45	**07:30**	12:30	16:45	**16:45**
Volume	1091	797	**1733**	782	1248	**1957**
P.H.F.	0.93	0.91	**0.94**	0.94	0.95	**0.98**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-003

Location: Richards Blvd E/o 3rd St

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			15		17			12:00			221		175		
00:15			19		23			12:15			215		200		
00:30			23		12			12:30			192		191		
00:45			18	75	13	65	140	12:45			175	803	204	770	1573
01:00			13		15			13:00			183		239		
01:15			27		21			13:15			204		198		
01:30			21		9			13:30			177		192		
01:45			11	72	10	55	127	13:45			198	762	180	809	1571
02:00			17		16			14:00			219		197		
02:15			23		20			14:15			203		159		
02:30			19		4			14:30			199		178		
02:45			16	75	13	53	128	14:45			182	803	172	706	1509
03:00			17		20			15:00			207		181		
03:15			14		14			15:15			245		166		
03:30			22		6			15:30			203		180		
03:45			10	63	14	54	117	15:45			338	993	184	711	1704
04:00			15		18			16:00			283		154		
04:15			29		10			16:15			320		187		
04:30			22		22			16:30			286		175		
04:45			28	94	29	79	173	16:45			336	1225	175	691	1916
05:00			27		31			17:00			312		164		
05:15			24		31			17:15			347		157		
05:30			40		33			17:30			342		162		
05:45			31	122	74	169	291	17:45			229	1230	161	644	1874
06:00			35		100			18:00			221		138		
06:15			58		118			18:15			226		113		
06:30			65		137			18:30			160		109		
06:45			102	260	187	542	802	18:45			135	742	104	464	1206
07:00			98		254			19:00			125		78		
07:15			126		227			19:15			127		63		
07:30			130		277			19:30			108		47		
07:45			157	511	309	1067	1578	19:45			75	435	60	248	683
08:00			175		307			20:00			103		67		
08:15			140		274			20:15			96		56		
08:30			130		269			20:30			75		51		
08:45			133	578	282	1132	1710	20:45			79	353	42	216	569
09:00			159		304			21:00			82		39		
09:15			114		245			21:15			69		47		
09:30			142		192			21:30			54		48		
09:45			123	538	161	902	1440	21:45			61	266	36	170	436
10:00			170		175			22:00			35		35		
10:15			145		167			22:15			43		36		
10:30			147		133			22:30			39		53		
10:45			152	614	160	635	1249	22:45			73	190	37	161	351
11:00			151		162			23:00			40		30		
11:15			134		154			23:15			34		27		
11:30			184		178			23:30			28		25		
11:45			211	680	159	653	1333	23:45			27	129	17	99	228
Total Vol.			3682		5406		**9088**				7931		5689		**13620**

Daily Totals

	NB	SB	EB	WB
Combined			11613	11095
22708				

	AM			PM		
Split %	40.5%	59.5%	**40.0%**	58.2%	41.8%	**60.0%**
Peak Hour	11:45	07:30	**07:30**	16:45	12:15	**16:45**
Volume	839	1167	**1769**	1337	834	**1995**
P.H.F.	0.95	0.94	**0.92**	0.96	0.87	**0.98**

Prepared by NDS/ATD

Volumes for: Wednesday, February 04, 2009 **City:** Sacramento **Project #:** 09-7041-002

Location: Richards Blvd E/o Bercut Dr

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			19		29			12:00			178		233		
00:15			23		18			12:15			204		260		
00:30			13		20			12:30			199		235		
00:45			13	68	27	94	162	12:45			214	795	209	937	1732
01:00			18		18			13:00			246		191		
01:15			19		13			13:15			224		198		
01:30			10		34			13:30			204		215		
01:45			11	58	22	87	145	13:45			179	853	201	805	1658
02:00			15		17			14:00			208		216		
02:15			20		18			14:15			179		232		
02:30			5		23			14:30			197		216		
02:45			12	52	17	75	127	14:45			178	762	208	872	1634
03:00			21		16			15:00			192		217		
03:15			14		19			15:15			163		221		
03:30			6		16			15:30			187		258		
03:45			13	54	23	74	128	15:45			179	721	215	911	1632
04:00			22		11			16:00			173		362		
04:15			12		14			16:15			191		333		
04:30			20		33			16:30			171		393		
04:45			33	87	23	81	168	16:45			165	700	318	1406	2106
05:00			32		28			17:00			164		375		
05:15			34		27			17:15			145		342		
05:30			35		27			17:30			156		402		
05:45			82	183	42	124	307	17:45			151	616	382	1501	2117
06:00			121		30			18:00			136		256		
06:15			129		37			18:15			111		222		
06:30			158		61			18:30			121		249		
06:45			204	612	66	194	806	18:45			107	475	178	905	1380
07:00			280		106			19:00			81		143		
07:15			254		98			19:15			72		129		
07:30			317		128			19:30			50		141		
07:45			314	1165	130	462	1627	19:45			62	265	110	523	788
08:00			332		177			20:00			69		78		
08:15			309		171			20:15			50		130		
08:30			277		137			20:30			56		102		
08:45			296	1214	130	615	1829	20:45			46	221	87	397	618
09:00			308		130			21:00			46		82		
09:15			267		153			21:15			52		88		
09:30			208		130			21:30			50		79		
09:45			165	948	148	561	1509	21:45			36	184	59	308	492
10:00			182		143			22:00			37		66		
10:15			180		169			22:15			41		38		
10:30			136		162			22:30			54		49		
10:45			164	662	145	619	1281	22:45			37	169	44	197	366
11:00			184		167			23:00			33		75		
11:15			165		166			23:15			33		44		
11:30			199		147			23:30			28		35		
11:45			165	713	216	696	1409	23:45			18	112	32	186	298
Total Vol.			5816		3682		**9498**				5873		8948		**14821**

Daily Totals

	NB	SB		EB	WB
			Combined	11689	12630
			24319		

	AM			PM		
Split %	61.2%	38.8%	**39.1%**	39.6%	60.4%	**60.9%**
Peak Hour	07:30	11:45	**07:30**	12:45	17:00	**17:00**
Volume	1272	944	**1878**	888	1501	**2117**
P.H.F.	0.96	0.91	**0.92**	0.90	0.93	**0.95**