

Exhibit C



To: Matthew Davitt, Sorg Architects
Henry Miller, Department of General Services
Meridith Moldenhauer, Griffin, Murphy, Moldenhauer & Wiggins

From: Jami Milanovich, P.E.
Amelia Martin, E.I.T

Date: June 8, 2016

Re: Transportation Assessment
Ward 8 Short Term Family Housing
BZA Case No. 19288

1420 Spring Hill Road
Suite 610
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OVERVIEW

The Department of General Services (referenced herein as the Applicant or DGS) proposes to build a new Short Term Family Housing facility in Ward 8 as part of the Mayor's plan to address homelessness in the city. The proposed development is located on Square 6207 (Combined Lot 61) along the west side of the 400 block of 6th Street SE, as shown on Figure 1. The site is zoned R-5-A and is undeveloped. A 16' public alley is located immediately to the south and east of the subject site. The east-west portion of public alley adjacent to the site will be widened to 20' in conjunction with the proposed development.

The proposed facility would include approximately 50 residential family units (approximately 178 beds) and related amenities and administrative functions. Eleven surface parking spaces (six to the north and five to the west of the public alley) and a service/delivery space are also proposed. Access to the parking and loading facilities would be provided via the public alley. The proposed site plan is shown on Figure 2 and full size plans are included in Attachment A.

TRANSPORTATION OPTIONS

The subject site is located within proximity of several alternative transportation options. The closest bus stop to the site is located approximately one block north of the proposed facility at the Chesapeake Street/6th Street intersection. This bus stop is served by six WMATA bus routes (A6, A8, A9, A46, A48, and W1). The W1 bus route provides service to the Congress Heights and Southern Ave Metro Stations, which are the closest Metro Stations to the subject site. Both Metro Stations provide access to the Metro Green Line and riders can transfer to the Yellow, Blue, Orange, and Silver Lines at the L'Enfant Plaza Metro Station or to the Red Line at the Gallery Place – Chinatown Metro Station. Carshare and bikeshare options are also available at the nearest Metro Stations.

Five Enterprise carshare vehicles and eight Capital Bikeshare docks are located at the Congress Heights Metro Station. Six Enterprise carshare vehicles and three Zipcar vehicles are located at the Southern Avenue Metro Station. Another car sharing service, Car2Go, also operates with 500 vehicles in the District. A Car2Go vehicle does not have to be returned to its original location and can be parked in any unrestricted curbside parking space, metered/pay station curbside parking space (without paying fees), or residential permit parking space.

Walk, Transit, and Bike Scores

The proposed development site is considered to be “Very Walkable,” have “Good Transit,” and be “Bikeable” according to the Walk Score website (www.walkscore.com). The walk score considers how close various amenities, such as coffee shops, grocery stores, schools, parks, and banks are to the site. The transit score considers how close rail and bus services are to the site. The bike score measures whether a location is good for biking based on availability of on- or off-street bicycle lanes/paths, topography, destinations and road connectivity, and the bicycle commuting mode share. The scales utilized by Walk Score are shown in Table 1. The proposed site scores a 70 out of a possible 100 on the walk score scale, a 59 out of a possible 100 on the transit score scale, and a 62 out of a possible 100 on the bike score scale.

Table 1
Walk, Transit, and Bike Score Scales

WALK SCORE	DESCRIPTION
90-100	Walker's Paradise — Daily errands do not require a car.
70-89	Very Walkable — Most errands can be accomplished on foot.
50-69	Somewhat Walkable — Some amenities within walking distance.
25-49	Car-Dependent — A few amenities within walking distance.
0-24	Car-Dependent — Almost all errands require a car.
TRANSIT SCORE	DESCRIPTION
90-100	Rider's Paradise — World-class public transportation.
70-89	Excellent Transit — Transit is convenient for most trips.
50-69	Good Transit — Many nearby public transportation options.
25-49	Some Transit — A few nearby public transportation options.
0-24	Minimal Transit — It is possible to get on a bus.
BIKE SCORE	DESCRIPTION
90-100	Biker's Paradise — Daily errands can be accomplished on bike.
70-89	Very Bikeable — Biking is convenient for most trips.
50-69	Bikeable — Some bike infrastructure.
0-49	Somewhat Bikeable — Minimal bike infrastructure.

Pedestrian facilities within ¼ mile of the site and bicycle facilities within one mile of the site are included as Figures 3 and 4 to further illustrate the walk, transit, and bicycling options nearby.

SITE EVALUATION

Site Trip Generation Profile

Given the proposed facility does not conform to traditional Institute of Transportation Engineers (ITE) land uses, information has been provided by the Applicant to develop a trip generation profile for the proposed use.

Resident Trips

To determine the number of trips generated by residents, information regarding residential auto ownership policies was obtained from the Applicant. As residents are not allowed to park vehicles onsite and the number of residents who own vehicles is negligible, it was assumed no vehicular peak hour trips would be made by residents¹. Policies are also in place to alleviate transit costs for residents. Children enrolled in DC Public Schools (DCPS) are eligible for a DC One Card, which allows students to ride free on Metrorail or Metrobus. Parents will continue to be eligible for Metrorail/Metrobus vouchers to assist with transit expenses.

As directed by DDOT, the number of transit, bike, and pedestrian trips made by residents was estimated using ITE's Trip Generation Manual Land Use Code 220 (Apartment), with the number of dwelling units as the independent variable. During the AM peak hour, up to 28 non-auto trips (6 in and 22 out) would be generated. During the PM peak hour, up to 45 non-auto trips (29 in and 16 out) would be generated. The expected mode splits for residents are shown in Table 2.

Staff Trips

Given the policies and programs that apply to residents, it was assumed the majority of vehicular trips would be made by staff.² Based on information provided by the Applicant, the facility would have a maximum of approximately 38 staff onsite at any time when taking into account shift changes. Outside of shift changes, there would be a maximum of 24-27 staff onsite at one time. Staff functions and hours are anticipated to include:

¹ Currently at the DC General facility, less than one percent of residents own vehicles.

² Estimate for the number of staff includes security guards, case managers, and other workers affiliated with the facility's management functions. Approximately two people may be onsite occasionally for additional programming needs.

- 10-11 security staff per shift with shifts beginning at 7:00 AM, 3:00 PM, and 11:00 PM,
- 5-6 case workers onsite typically from 10:00 AM to 7:00 PM,
- 1 building manager working from 8:00 AM to 5:00 PM,
- 1 shift manager onsite 24 hours,
- 2 janitors working from 7:00 AM to midnight, and
- 5-6 monitors working from 7:00 AM to 11:00 PM.

Approximately 60 percent of staff members at the DC General facility currently drive to work. Given the distance to metro for the proposed facility, it was assumed 80 percent of staff members would drive in the future. The assumed mode splits for staff are shown in Table 2.

Table 2
Expected Mode Splits

USER GROUP	MODE SPLIT			
	AUTO	TRANSIT	BIKE	PEDESTRIAN
Residents ¹	<1%	90%	<1%	10%
Staff	80%	15%	2%	3%

¹ Given less than one percent of residents at DC General own vehicles and staff is not aware of any residents currently owning bicycles, the number of residential auto and bike trips is expected to be negligible.

Total Trips

The number of vehicular trips generated by the proposed facility during the most significant shift changes is summarized in Table 3. As shown below, the peak number of vehicular trips would be generated from approximately 6:30 AM to 7:30 AM when security staff and some building management arrives. The second highest volume of traffic generated by the facility would occur from 10:30 PM to 11:30 PM. In both cases, the peak trip generation occurs outside of the normal commuter peak periods and, therefore, would occur when traffic is lighter on the surrounding roadways with more capacity available to handle the additional traffic³.

In addition to trips made by staff, information regarding additional services provided by the facility was taken into account when determining the trip generation profile. According to the Applicant, meals are generally delivered in vans twice a day at varying times. As no

³ When looking at the vehicular trip generation for the facility within the normal commuter peak periods, approximately 10 vehicular trips would be generated during the AM peak hour and 13 vehicular trips would be generated during the PM peak hour.

shuttle/van service would be provided, no additional shuttle service trips would be generated by the proposed development. Trash service is expected to occur three to four times per week.

Table 2
Peak Staff Trip Generation Summary

	TRIP TYPE	IN	OUT	TOTAL
6:30 – 7:30 AM	Total Trips	20	12	32
	<i>Transit Trips</i>	3	2	5
	<i>Bike Trips</i>	0	0	0
	<i>Pedestrian Trips</i>	1	0	1
	Vehicular Trips	16	10	26
10:30 – 11:30 PM	Total Trips	12	18	30
	<i>Transit Trips</i>	2	3	5
	<i>Bike Trips</i>	0	0	0
	<i>Pedestrian Trips</i>	0	1	1
	Vehicular Trips	10	14	24

Site Access and Circulation

Access to the parking and loading facilities will be provided via the public alley, as shown on Figure 5. The primary pedestrian access to the building will be provided via an entry courtyard connecting with 6th Street SE. Sidewalks will also provide access to additional site amenities, including a playground and basketball half-court. Pedestrian circulation is shown on Figure 5.

PARKING ASSESSMENT

Bicycle Parking

While not necessarily required from a zoning perspective, the Applicant has agreed to provide bicycle parking for the proposed facility. Two short-term bicycle parking spaces will be provided outside and long-term bicycle parking will be provided on the ground floor near the case management and staff lounge rooms. It is important to note the current facility at DC General does not store any bikes for residents and staff is not aware of any residents owning

a bicycle. As such, the bike parking proposed should be adequate to meet the demand, primarily associated with staff who bike to work.

Anticipated Vehicular Parking Demand

Pursuant to Section 2101.1 of the Zoning Regulations, the number of required parking spaces for community-based residential facilities housing 16 or more persons is to be determined by the Board of Zoning Adjustment (BZA). Similarly, Section 3514.6 of the Zoning Regulations stipulates, "There shall be adequate, appropriately located, and screened off-street parking to provide for the needs of occupants, employees, and visitors to the facility." To determine whether the 11 proposed parking spaces will be adequate, an assessment of the anticipated peak parking demand was conducted.

As discussed earlier, it is expected there will be no more than 38 staff onsite at any given time (taking into account overlapping staff during shift changes). Taking into account the fact some staff will take transit, walk, or bike, the peak parking demand is expected to be approximately 30 spaces for staff members. Therefore, a portion of staff member parking can be accommodated onsite during the peak demand. Given the difficulties with providing additional parking without impacting outdoor amenities like the proposed playground and basketball half-court, accommodating all parking onsite comes with significant trade-offs.

On-Street Parking Occupancy

As it is anticipated the peak parking demand will exceed what is available on site by 19 spaces, on-street parking availability near the site was considered to evaluate if this spillover parking could be accommodated in the neighborhood. In order to determine the existing parking demand in the neighborhood, parking occupancy counts were conducted within an approximate ¼ mile of the site on Tuesday, May 24, 2016, at hourly intervals from 10:00 AM to 3:00 PM and from 6:00 PM to 11:00 PM. These hours were chosen to capture any parking associated with pick-up activities at Hendley Elementary School, evening residential parking, and the anticipated staff shift changes at the proposed facility. The majority of the on-street parking in the area (approximately 59 percent) is unrestricted parking. On-street parking restrictions for the study area are depicted on Figure 6 and parking occupancy counts are included in Attachment B.

A graph showing parking occupancy by time of day for the study area is shown on Chart 1. As shown, the weekday peak parking demand for the study area occurred at 11:00 PM. The percent occupancy for each segment in the study area at this time is shown on Figure 7. During the peak, 153 of the 292 neighborhood street parking spaces were occupied, resulting in a 52 percent occupancy.

Thus, 139 spaces were unoccupied and sufficient on-street parking is available in the neighborhood to accommodate 19 additional vehicles parking on-street during the peak. It is

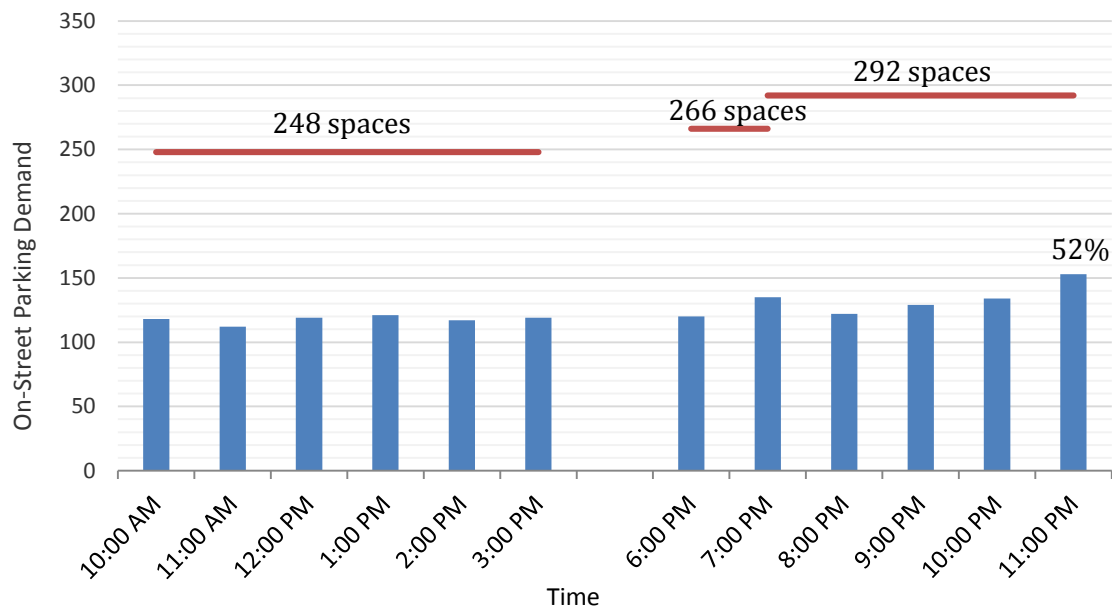


WELLS + ASSOCIATES

MEMORANDUM

also important to note approximately fifteen unrestricted on-street parking spaces are located on 6th Street adjacent to the property and these spaces are typically underutilized during the peak.

Chart 1
Hourly Parking Occupancy



LOADING ACTIVITIES

Pursuant to Section 2201.1 of the Zoning Regulations, the proposed facility would require one 30-foot loading berth with a 100 SF platform, and a 20-foot service/delivery space. As one service/delivery space and a loading area are proposed, the Applicant is seeking relief from the requirement to provide one 30-foot loading berth with a 100 SF platform.

As discussed earlier in this memorandum, it is anticipated that meals will be delivered twice a day in vans at varying times and trash service will occur approximately three to four times every week. During trash pick-up, the trash will be taken from the trash room located on the first floor and wheeled out the rear service entrance of the building near the loading area. In general, these trash trucks are no longer than 30 feet. The proposed service/delivery space and adjacent loading area should adequately accommodate these operations without having an adverse impact on the neighborhood.



CONCLUSIONS

The proposed facility is conveniently located one block south of the Chesapeake Street/6th Street bus stop, which is served by six WMATA bus routes. The W1 bus route provides service to the Congress Heights and Southern Avenue Metro Stations, the closest Metro Stations to the subject site.

The facility is estimated to generate approximately 76 daily vehicle trips, 22 of which are anticipated to occur during the peak hour when the 7:00 AM shift change occurs. The peak parking demand for the proposed facility is expected to be approximately 30 spaces. There are approximately 139 available parking spaces on-street in the neighborhood to accommodate 19 additional vehicles parking on-street.

The proposed service/delivery space and adjacent loading area should adequately meet the anticipated loading needs for the site.

Considering all of the transportation related elements discussed herein, the proposed Short Term Family Housing facility will not have an adverse impact on the neighborhood. Should you require any additional information, please do not hesitate to contact us at 703-917-6620, armartin@wellsandassociates.com, or jlmlanovich@wellsandassociates.com.

O:\Projects\6500-7000\6856 Ward 8 Emergency Shelter\Documents\6856 Transportation Analysis.docx



FIGURES

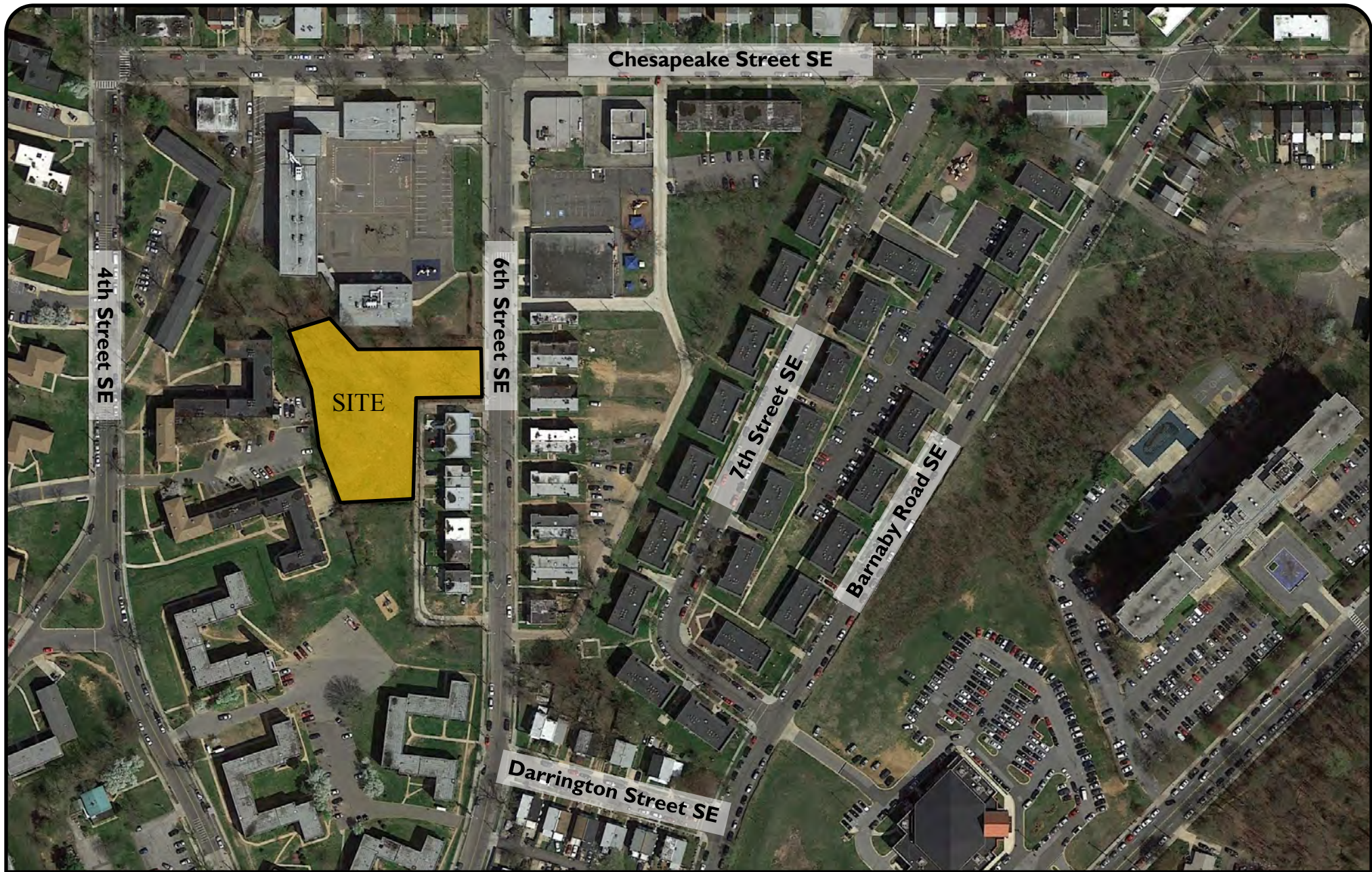


Figure I
Site Location



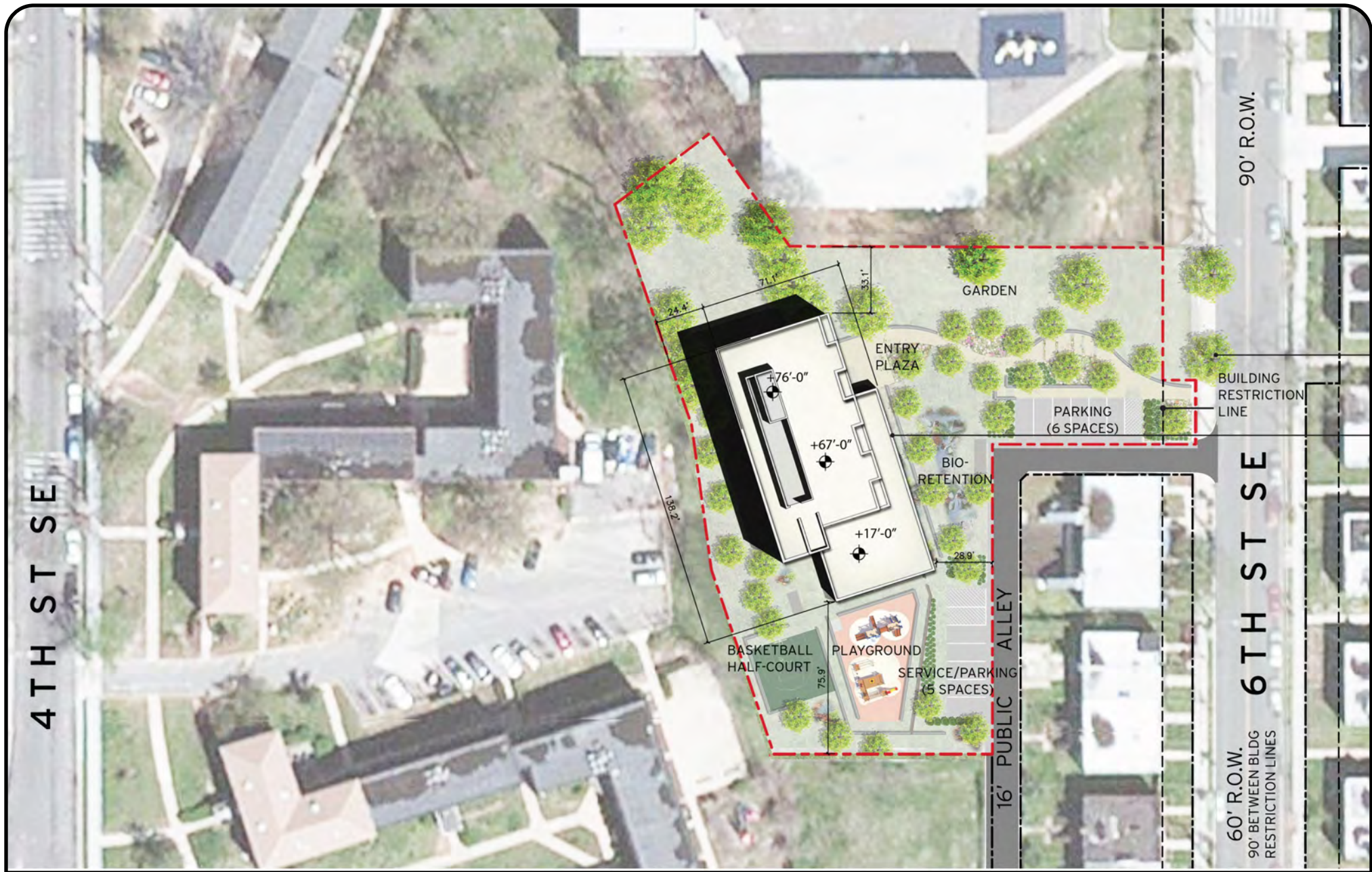


Figure 2
Site Plan

Source: BZA Submission
Date: May 23, 2016



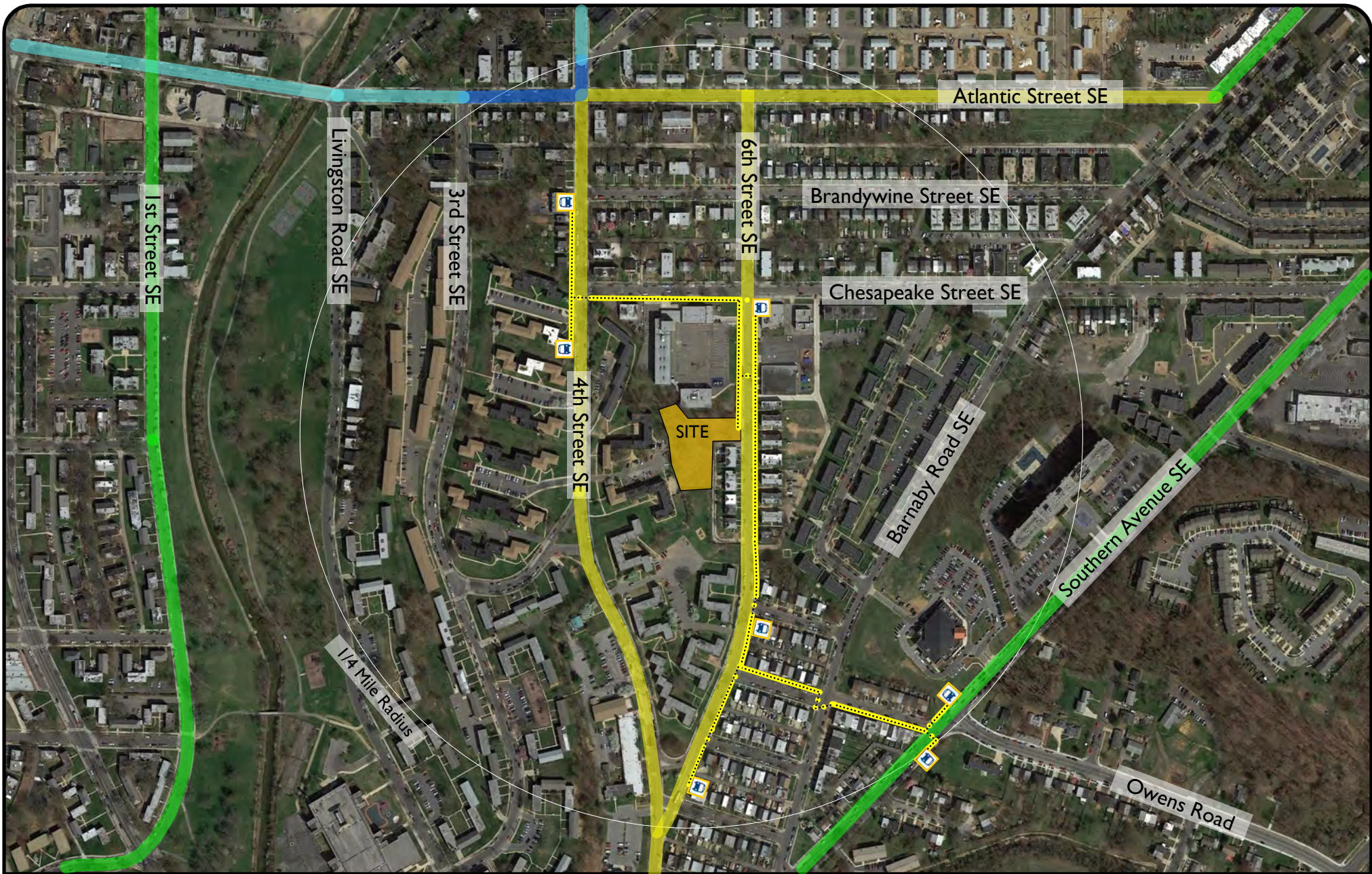


Figure 3
One Quarter Mile Walk Shed

Bus Stop
 Sidewalk
 Crosswalk
 Likely walking route to/from bus stops

High Pedestrian Activity and Deficiency
 Low Pedestrian Activity and Deficiency



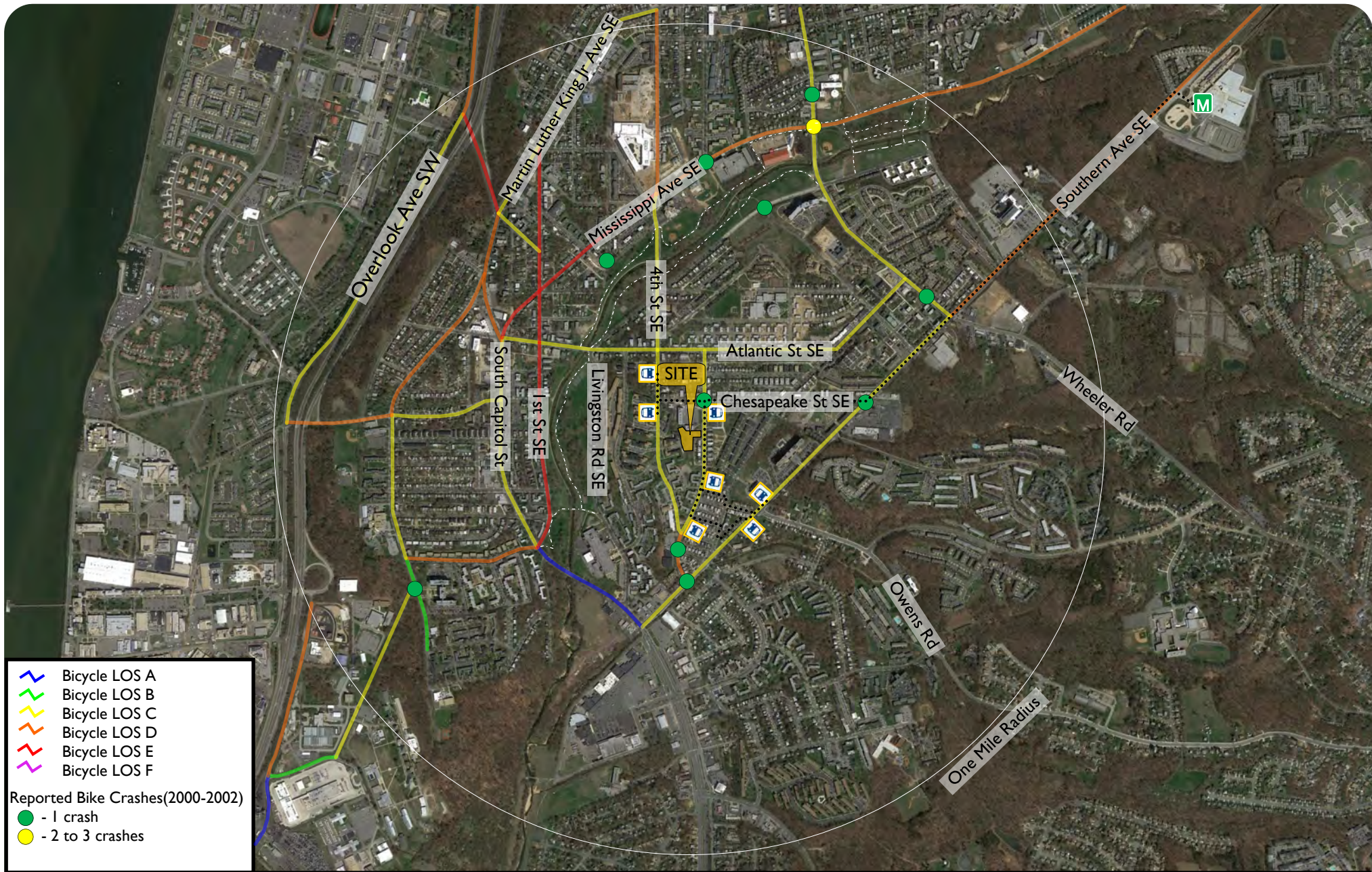


Figure 4
One Mile Bike Shed

 Southern Avenue Metrorail Station (Green Line)
 Bus Stop

 Multi-Use Trail
 Likely Bike Routes to/from Transit Stops



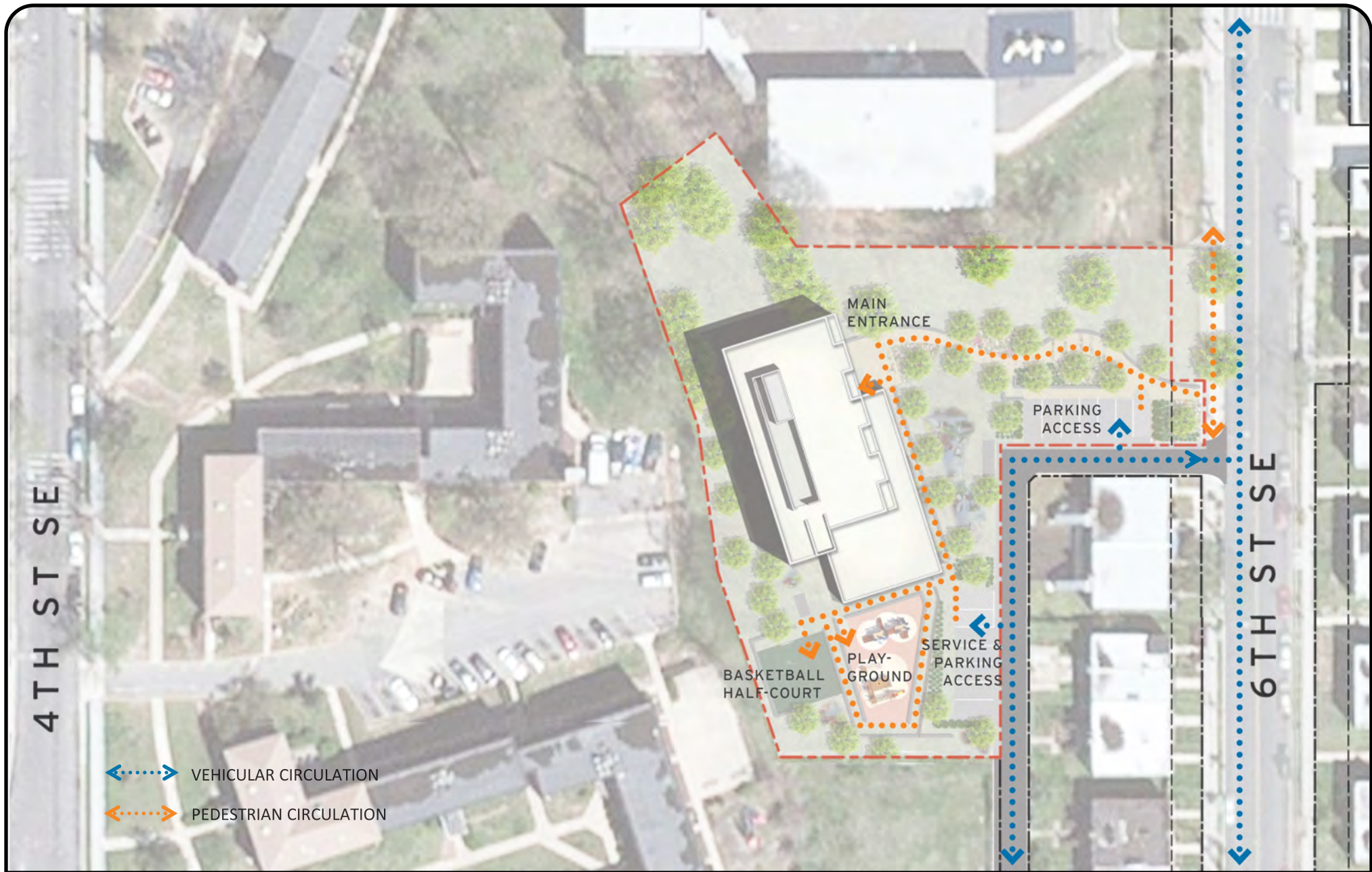


Figure 5
Site Circulation

Source: BZA Submission
Date: May 23, 2016

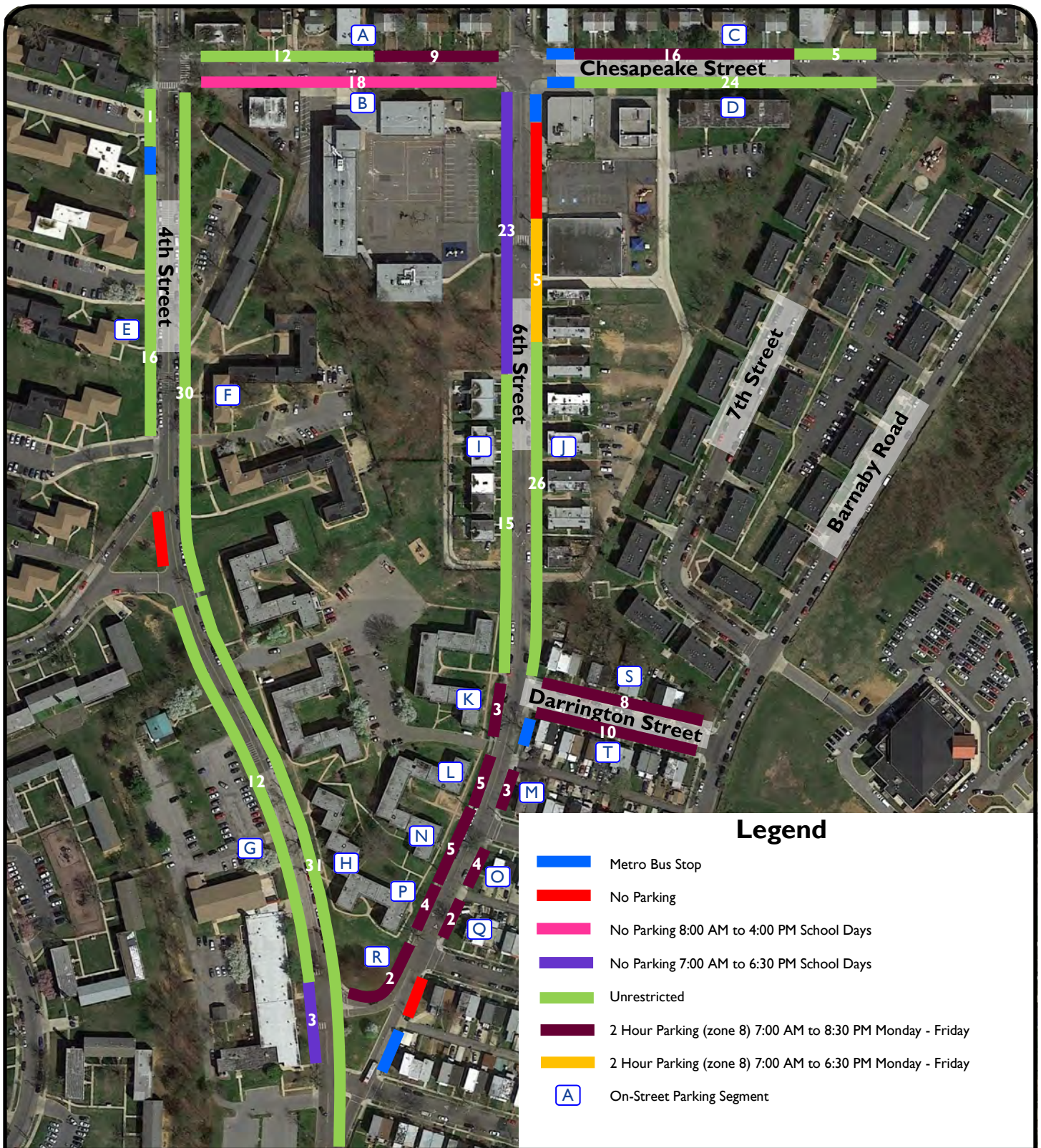


Figure 6
On-Street Parking Inventory



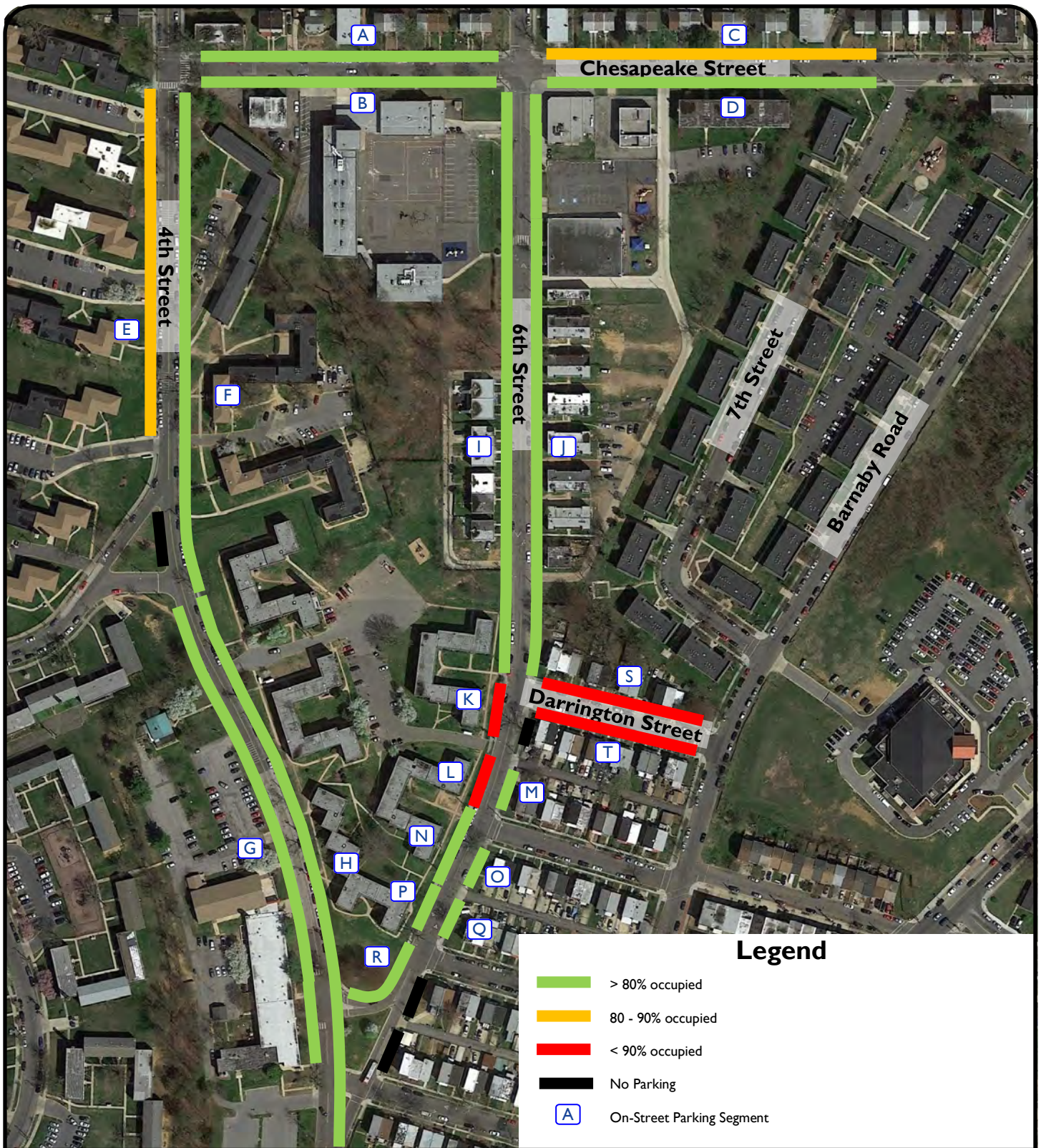


Figure 4
On-Street Parking Occupancy - 11 PM





ATTACHMENT A

PLANS

EXISTING SITE SUMMARY

Location: 4200 (assumed) 6th Street SE
Washington, DC 20032

Description: New construction

Ward/ANC: 8/8D02

SSL: Square 6207, Lot 0061 (Combined from 0053-0056)

Site Area: 48,683 sf (recorded)

Zone: R-5-A

ZONING DATA

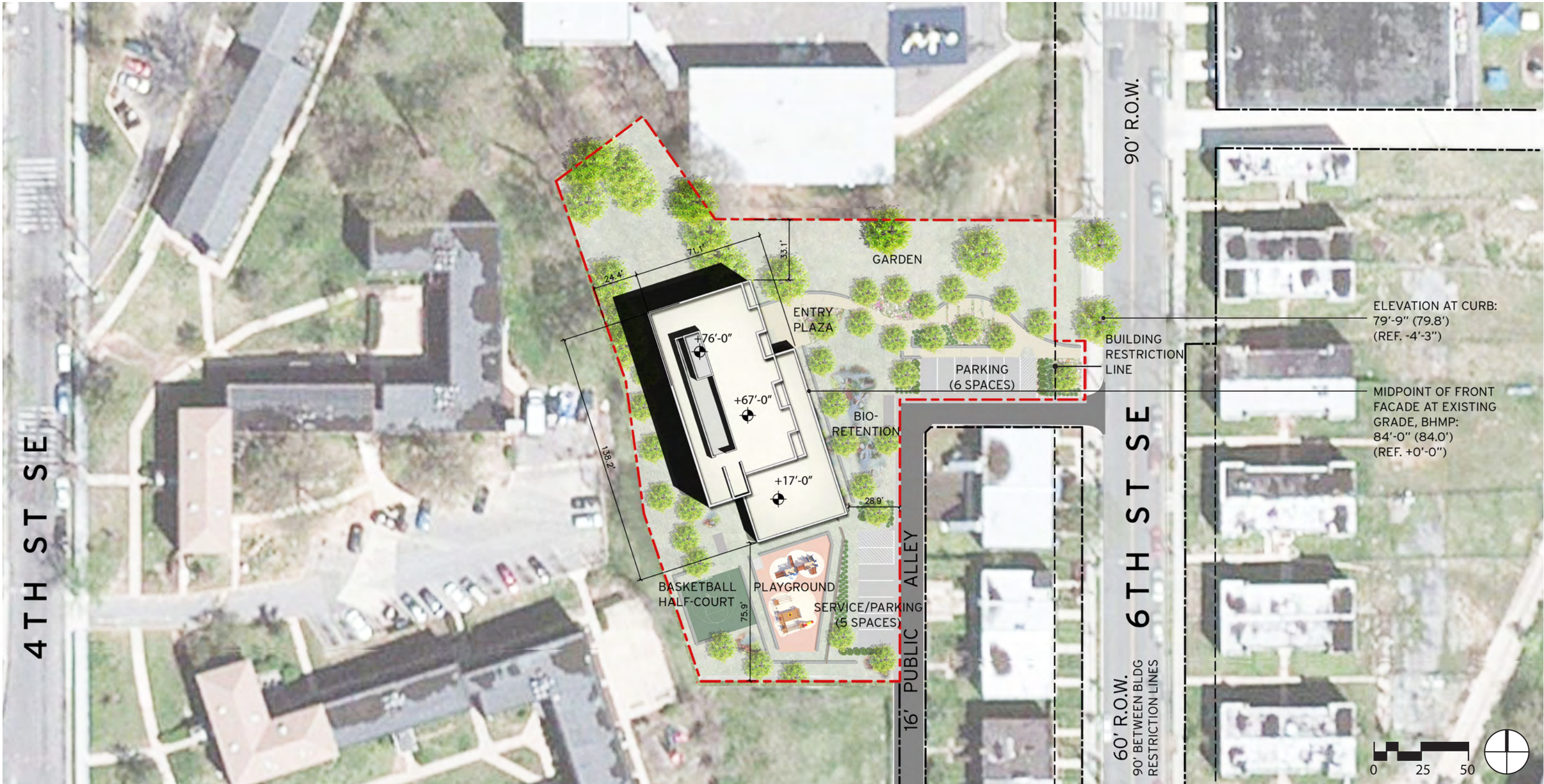
	Allowed/Required	Actual	Relief Requested
Use	Emergency shelters permitted for 5-25 occupants in R-5 District per BZA Special Exception per Title 11, 360.1	Emergency Shelter (50 Family Units, 178 beds)	BZA Special Exception for Emergency Shelter in R-5-A zone.
Height	40' / 3 stories	67' / 6 stories	3 additional stories, 27' additional height
FAR	0.9 (43,814sf)	0.8 (38,000sf)	
Lot Occupancy	40% (19,473sf)	18% (9,000sf)	
Rear Yard	20'	24.4'	
Side Yard	3" per foot of height, 8' min. (16.8')	33.1' (north lot line)	
Parking	Parking requirements as determined by the BZA (Community-based residential facility, 16 or more persons housed)	11 parking spaces	To be determined by BZA
Location of Parking	Parking spaces shall not be located between a lot line abutting a street and the more restrictive of either a building façade or a line extending from and parallel to a building façade, per Title 11, 2116.4.	6 parking spaces located between 6 th Street SE lot line and building façade.	No restriction on locating parking spaces between building façade and street lot line.
Loading	1 loading berth @ 30' 1 loading platform @ 100sf 1 service/delivery loading space @ 20'	None	No loading berth or platform to be provided. Service Loading space, loading area and Trash Room to be provided.

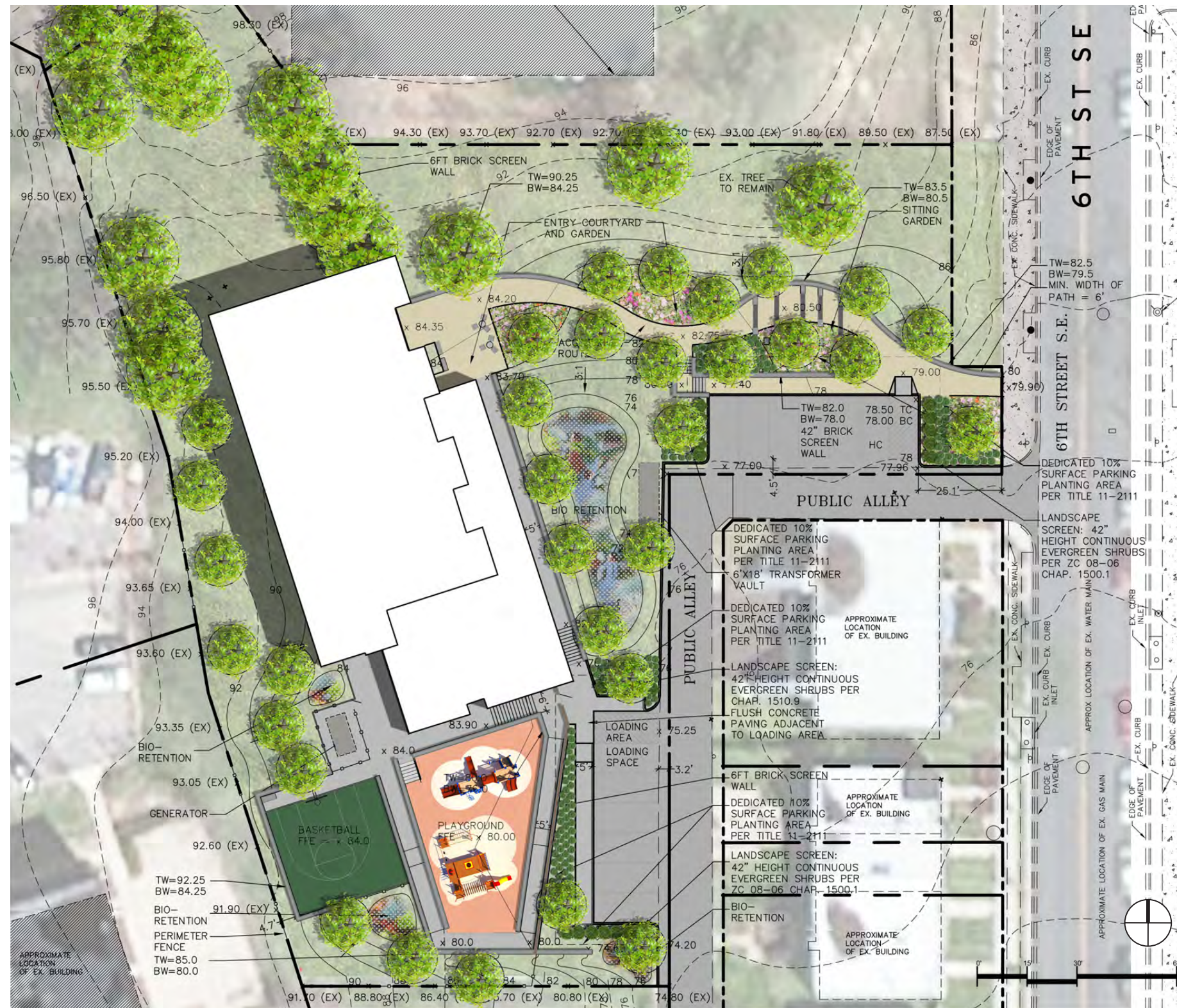
WARD 8 SHORT TERM FAMILY HOUSING

4200 6TH ST SE, WASHINGTON, DC

SITE PLAN C1.0

23 MAY 2016





TITLE 11 CHAP 21: LANDSCAPE REQUIREMENTS:

- 2111.1 Surface parking areas with ten (10) or more parking spaces shall conform to the landscaping, tree canopy cover, screening, and lighting requirements as set forth in this section:
- (a) A minimum of ten percent (10%) of the total area devoted to parking, including aisles and driveways shall be covered by landscaped areas planted with trees and shrubs;
 - (b) The landscaping shall be maintained in a healthy, growing condition; Dead or dying landscaping shall be replaced;
 - (c) All end islands of parking rows longer than nine (9) parking spaces, and all areas otherwise not used for ingress and egress, aisles, and parking spaces shall be landscaped;
 - (d) Landscaping around the perimeter of the parking area may count toward the area requirement of this subsection up to a distance of six feet (6 ft.) from the pavement;
 - (e) All newly planted trees shall have a minimum diameter of two and one-half inches (2.5 in.); all trees shall be planted or retained in a space that provides a minimum of five hundred (500) cubic feet of soil volume per tree; and
 - (f) Trees shall be planted a minimum of four feet (4 ft.) from any protective barrier, such as curbs or wheel stops with no horizontal dimension less than four feet (4 ft.) and a minimum depth of three feet (3 ft.).

1500.1 A surface parking area shall have screening around its entire perimeter, subject to the standards of § 1510.9 and § 1510.10, when the parking area is either:

- (a) Within a zone other than a PDR zone; or
- (b) In a PDR zone and abutting property in a zone in Subtitle D (Residential House).

1500.2 The screening required by § 1510.8 shall be either:

- (a) A solid brick or stone wall at least twelve inches (12 in.) thick and forty-two inches (42 in.) high; or
- (b) Evergreen hedges or evergreen growing trees that are thickly planted and maintained, and that are at least forty-two inches (42 in.) in height when planted.

1500.3 Gaps in the screening are allowed only to provide driveways and pedestrian exits or entrances that open directly onto a street. No individual gap may exceed twenty-four feet (24 ft.) in width.

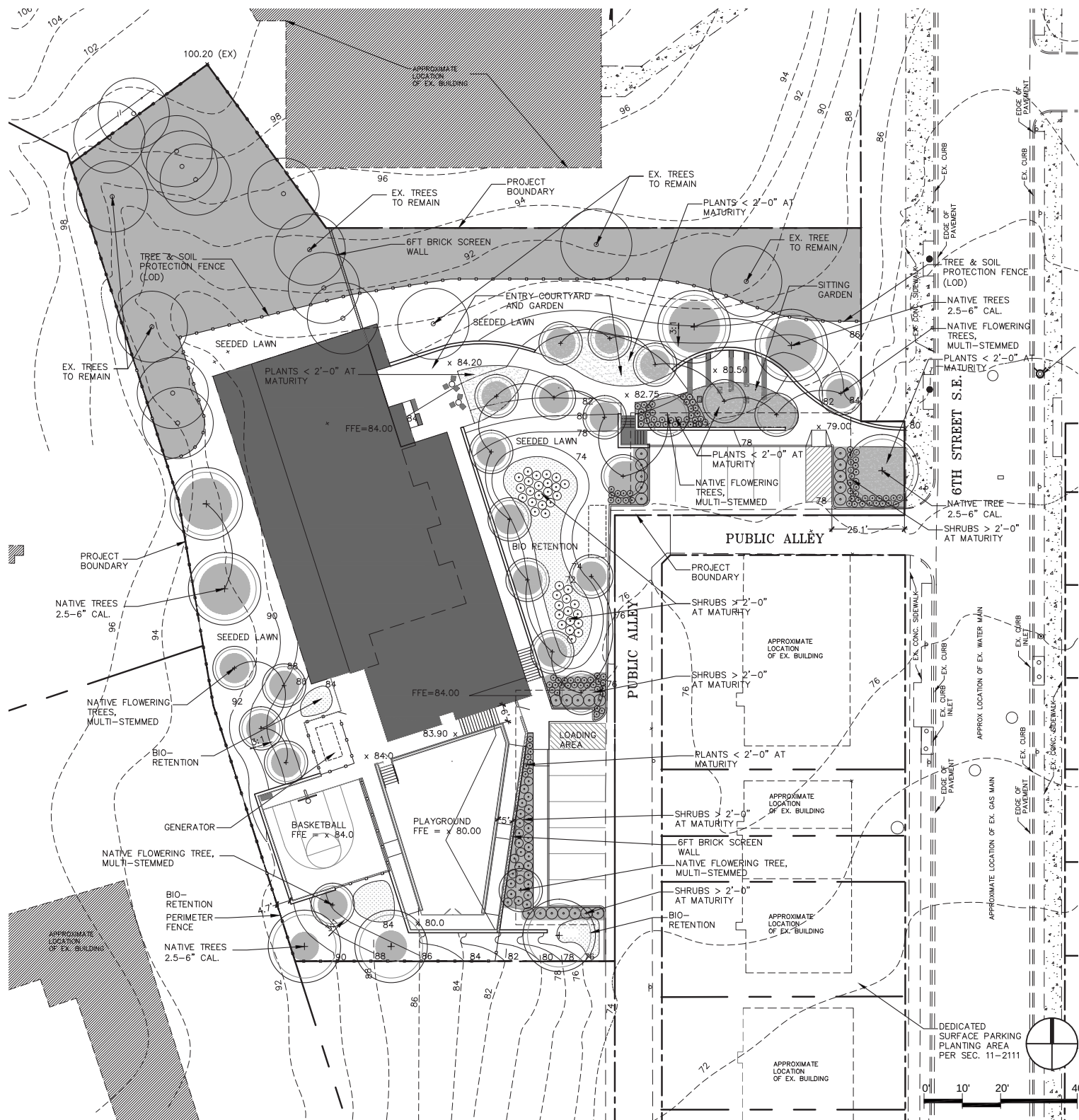
1500.4 Any lighting used to illuminate a parking area or its accessory buildings shall be arranged so that all direct light rays are confined to the surface of the parking area.



WARD 8 SHORT TERM FAMILY HOUSING

4200 6TH ST SE, WASHINGTON, DC

23 MAY 2016



LEGEND:

- LANDSCAPED AREAS WITH A SOIL DEPTH OF 24" OR MORE
- *ALL OTHER LANDSCAPED/PLANTING AREAS INCLUDING TURF GRASS AREAS ARE INCLUDED UNDER LANDSCAPED AREAS WITH A SOIL DEPTH OF LESS THAN 24"
- BIORETENTION AREA
- GROUNDCOVERS/ PERENNIALS/ GRASSES
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- PROPOSED SHRUBS

Green Area Ratio Scoresheet				
Address	Ward 8 Family Housing	Word	Lot	Score
Other / BIA Order		enter sq ft of lot	48,680	SCORE
Lot size (enter this value first) *		multiple		0.402
Landscape Elements				
A Landscaped areas (select one of the following for each area)				
1	Landscaped areas with a soil depth of less than 24"	enter sq ft	11,266	0.3
2	Landscaped areas with a soil depth of 24" or greater	enter sq ft	15,608	0.6
3	Bioretention facilities	enter sq ft	1,372	0.4
B Plantings (credit for plants in landscaped areas from Section A)				
1	Groundcovers, or other plants less than 2' tall at maturity	enter sq ft	26,532	0.2
2	Plants, not including grasses, 2' or taller at maturity - calculated at 9 sq ft per plant (typically planted no closer than 18" on center)	enter number of plants	173	0.3
3	Tree canopy for all new trees 2.5" to 6" diameter or equivalent - calculated at 50 sq ft per tree	enter number of trees	16	0.5
4	Tree canopy for new trees 6" diameter or larger or equivalent - calculated at 250 sq ft per tree	enter number of trees	0	0.6
5	Tree canopy for preservation of existing tree 6" to 12" diameter or larger or equivalent - calculated at 250 sq ft per tree	enter number of trees	0	0.7
6	Tree canopy for preservation of existing tree 12" to 18" diameter or larger or equivalent - calculated at 600 sq ft per tree	enter number of trees	0	0.7
7	Tree canopy for preservation of all existing trees 18" to 24" dia. or equivalent - calculated at 1300 sq ft per tree	enter number of trees	0	0.7
8	Tree canopy for preservation of all existing trees 24" diameter or larger or equivalent - calculated at 2000 sq ft per tree	enter number of trees	0	0.8
9	Vegetated wall, plantings on a vertical surface	enter sq ft	0	0.6
C Vegetated or "green" roofs				
1	Over at least 2" and less than 8" of growth medium	enter sq ft	0	0.6
2	Over at least 8" of growth medium	enter sq ft	0	0.8
D Permeable Paving***				
1	Permeable paving over at least 6" and less than 24" of soil or gravel	enter sq ft	0	0.4
2	Permeable paving over at least 24" of soil or gravel	enter sq ft	0	0.5
E Other				
1	Enhanced tree growth systems***	enter sq ft	0	0.4
2	Renewable energy generation	enter sq ft	0	0.5
3	Approved water features	enter sq ft	0	0.2
H Bonuses				
1	Native plant species	enter sq ft	1,219	0.1
2	Landscaping in food cultivation	enter sq ft	0	0.1
3	Harvested stormwater irrigation	enter sq ft	0	0.1
Total square footage of all permeable paving and enhanced tree growth		19,587		

*** Permeable paving and structural soil together may not qualify for more than one third of the Green Area Ratio score.



WARD 8 SHORT TERM FAMILY HOUSING

4200 6TH ST SE, WASHINGTON, DC

23 MAY 2016



LEGEND

- RESIDENT UNITS
- FAMILY BATHROOMS
- PRIVATE BATHROOMS
- ADMINISTRATIVE SPACES
- COMMON SPACES
- INDOOR/OUTDOOR PLAY AREAS

GROUND FLOOR PLAN

1/16" = 1'-0"



The interior layouts shown on the building plans are schematic. Changes to the layouts may occur.



- LEGEND
- RESIDENT UNITS
 - FAMILY BATHROOMS
 - PRIVATE BATHROOMS
 - ADMINISTRATIVE SPACES
 - COMMON SPACES
 - INDOOR/OUTDOOR PLAY AREAS

TYPICAL RESIDENTIAL FLOOR PLAN (2-4)

1/16" = 1'-0"



The interior layouts shown on the building plans are schematic. Changes to the layouts may occur.

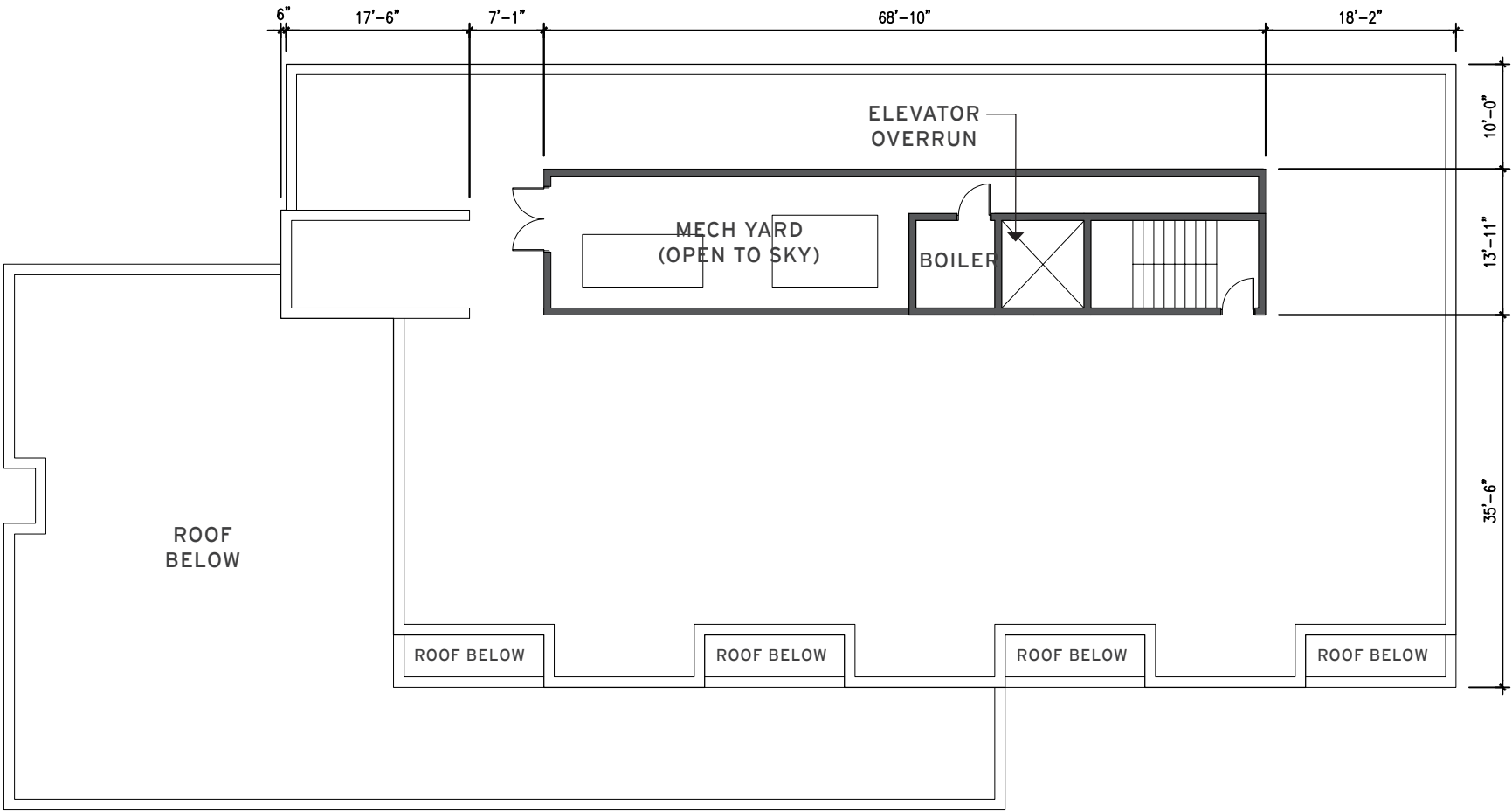


TYPICAL RESIDENTIAL FLOOR PLAN (5-6)

1/16" = 1'-0"

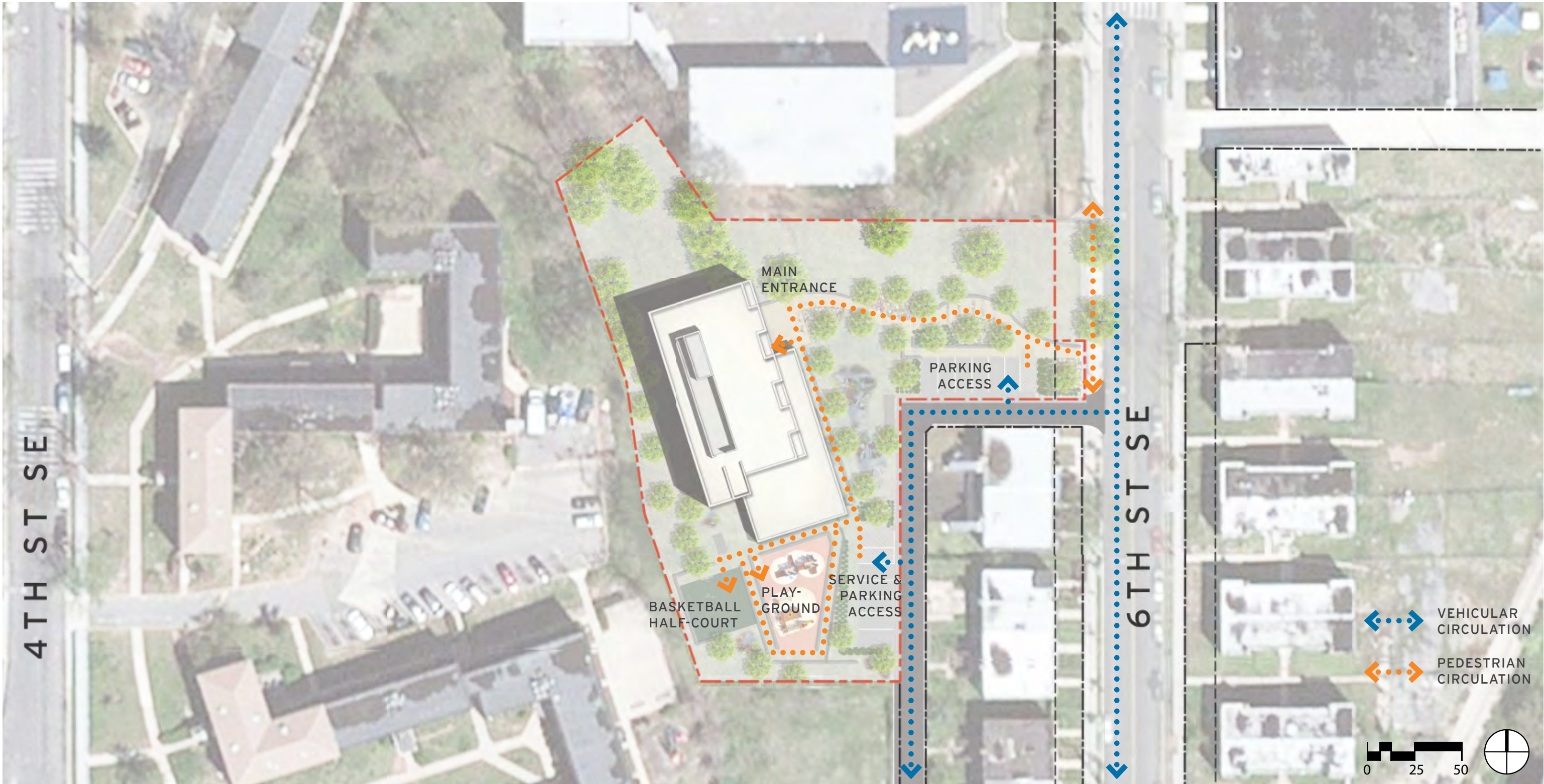


The interior layouts shown on the building plans are schematic. Changes to the layouts may occur.



PENTHOUSE FLOOR PLAN
1/16" = 1'-0" 

The interior layouts shown on the building plans are schematic. Changes to the layouts may occur.





ATTACHMENT B

PARKING OCCUPANCY COUNTS

Parking Occupancy Count **Surveyor:** Luz,Damir & Di

6856 **Hours:** 10am - 3pm and 6-11pm

Date: 25-May

Weather: Clear

Lots	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	Total	Inventory	% Occupancy
10:00 AM	12	4	3	7	15	19	9	14	10	10	4	2	0	2	0	0	0	0	3	4	118	248	48%
11:00 AM	14	5	3	6	14	18	9	12	7	9	0	3	0	4	0	0	0	0	3	5	112	248	45%
12:00 PM	11	5	8	9	12	20	8	12	7	10	1	4	0	3	0	0	0	0	3	6	119	248	48%
1:00 PM	10	4	7	10	9	20	8	15	9	10	1	5	1	2	0	0	0	0	3	7	121	248	49%
2:00 PM	10	4	10	10	8	19	7	15	8	9	1	5	0	2	0	0	0	0	2	7	117	248	47%
3:00 PM	9	8	10	11	7	15	8	17	7	9	0	5	0	2	0	0	0	0	4	7	119	248	48%
6:00 PM	7	6	16	10	6	10	9	20	6	10	1	5	0	2	0	0	0	0	5	7	120	266	45%
7:00 PM	15	7	20	12	11	6	8	17	9	9	5	1	0	0	0	0	0	0	8	7	135	292	46%
8:00 PM	15	6	12	9	12	10	13	15	5	7	3	1	0	0	0	0	0	0	7	7	122	292	42%
9:00 PM	15	10	13	9	11	8	11	19	4	7	2	5	0	1	0	0	0	0	6	8	129	292	44%
10:00 PM	10	9	14	11	14	11	6	21	5	8	2	5	0	1	0	0	0	0	8	9	134	292	46%
11:00 PM	11	10	19	11	15	13	9	23	6	7	3	5	0	0	0	0	0	0	10	11	153	292	52%
Total Spcs.	21	18	21	24	17	30	15	31	38	31	3	5	3	5	4	4	2	2	8	10	292		