

<b>Project Name &amp; Applicant Team:</b> 810 O Street, NW PUD Applicant: Four Points, LLC Four Points: Steven Cassell (202-250-1709, <a href="mailto:scassell@fourpointslc.com">scassell@fourpointslc.com</a> ) Attorney: Kyrus Freeman, Holland and Knight (202.862.5978 , <a href="mailto:kyrus.freeman@hklaw.com">kyrus.freeman@hklaw.com</a> ) Gorove/Slade: Erwin Andres (202-540-1925, <a href="mailto:ena@goroveslade.com">ena@goroveslade.com</a> ) Gorove/Slade: Jim Watson (202-296-8628, <a href="mailto:jww@goroveslade.com">jww@goroveslade.com</a> )	
<b>Case Type &amp; No. (PUD, LTR, etc.):</b> PUD	
<b>Street Address:</b> 810 O Street NW, Washington, DC 20001	
<b>Current Zoning and/or Overlay District:</b> C-2-A	
<b>Date of Filing:</b> Spring 2016	
<b>Estimated Date of Hearing:</b> Summer/Fall 2016	
<b>Description of Project:</b> Four Points LLC is proposing a Planned Unit Development (PUD) for the property located at 810 O Street NW, which consists of Square 398, Lot 66. The extents of the site are O Street to the north, 9 <sup>th</sup> Street to the west, adjacent properties to the south, and a public alley to the east. The site is currently occupied by Scripture Cathedral and is located approximately four blocks (or approximately one quarter mile) from the Mount Vernon Square Metro Station.  The PUD application proposes the development of a mixed-use development consisting of a 9-story mixed-use building with approximately 66 residential units above 6,879 square feet of ground floor retail space. An approximately 57-space parking garage is proposed to serve the site. The garage will be accessible via a single entrance from the alley that connects O Street and N Street. One 30' loading berth is planned within the building and accessed from the alley on the east side of the site. Two additional 20' service spaces are also planned to augment the 30' loading berth. The site is currently located in the C-2-A zone and the application also requests that the site be rezoned to the C-2-B zone.  A map of the site location is included as Figure 1, and the site plan is included as Figure 2.	
<b>1. Strategic Planning Elements (Planning Documents)</b>	<b>DDOT Comments/Action Items</b>
<b>Planning Guidelines:</b> The CTR will address how the proposed development considers the primary city-wide planning documents, as well as localized studies. See Section 3.1 of the CTR guidelines for more information.  <b>Proposed Documents:</b> The study will address how the proposed development considers the primary planning documents of the District, as well as localized studies. We propose that the study include a section addressing the following documents: <ul style="list-style-type: none"> <li>○ DCMR Title 11 – Zoning Regulations (Sections 16, 21, 22, 23, and 24)</li> </ul>	



<ul style="list-style-type: none"> <li>○ DC Comprehensive Plan</li> <li>○ DC's Transit Future System Plan</li> <li>○ Bicycle Master Plan</li> <li>○ Pedestrian Master Plan</li> <li>○ Public Realm Design Manual</li> <li>○ MoveDC study</li> </ul>	
<b>2. Roadway Network, Capacity &amp; Operations</b>	<b>DDOT Comments/Action Items</b>
<p><u>Vehicle Trip Generation Assumptions</u></p> <p><b>Guidelines:</b> Provide <i>preliminary</i> site-generated vehicle trips and mode split assumptions. In addition, provide the assumptions and supporting documentation behind the proposed mode split. See Section 3.2.1 of the CTR guidelines for further information.</p> <p><b>Proposed preliminary mode split and supporting documentation:</b></p> <p>Trips generated by the development do not meet CTR thresholds for additional vehicular study. Attached to this form are more details on the trip generation and mode split assumptions. The trip generation assumptions are summarized on page 15 and 16 below.</p>	



Trip Gen Summary for Residential						
Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	3 veh/hr	8 veh/hr	11 veh/hr	9 veh/hr	4 veh/hr	12 veh/hr
Transit	4 veh/hr	12 veh/hr	16 veh/hr	13 veh/hr	6 veh/hr	19 veh/hr
Bike	1 veh/hr	1 veh/hr	2 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr
Walk	2 veh/hr	8 veh/hr	10 veh/hr	8 veh/hr	4 veh/hr	12 veh/hr
Trip Gen Summary for Retail						
Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	1 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr	3 veh/hr	6 veh/hr
Transit	4 veh/hr	3 veh/hr	7 veh/hr	12 veh/hr	14 veh/hr	26 veh/hr
Bike	1 veh/hr	0 veh/hr	1 veh/hr	2 veh/hr	1 veh/hr	3 veh/hr
Walk	2 veh/hr	1 veh/hr	3 veh/hr	5 veh/hr	5 veh/hr	10 veh/hr
Total Trip Gen Summary						
Mode	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	4 veh/hr	9 veh/hr	12 veh/hr	12 veh/hr	6 veh/hr	18 veh/hr
Transit	8 veh/hr	15 veh/hr	23 veh/hr	25 veh/hr	20 veh/hr	45 veh/hr
Bike	2 veh/hr	1 veh/hr	3 veh/hr	4 veh/hr	2 veh/hr	6 veh/hr
Walk	4 veh/hr	9 veh/hr	13 veh/hr	13 veh/hr	9 veh/hr	22 veh/hr
<u>Vehicle Site Access</u>						
<p><b>Guidelines:</b> If vehicle access is needed, at a minimum the CTR will provide locations of access point(s) and desired access controls (full, right-in/right-out, etc.). See Section 3.2.2 of the CTR guidelines for any further requirements.</p> <p><b>Access Location(s):</b> All parking and loading access will be from the alley on the east side of the property.</p> <p><b>Access Control:</b> The parking access point will be stop controlled as it approaches the alley.</p> <p><b>Existing Curb cuts utilized:</b> There are no existing curb cuts serving the site.</p>						



<p><b>Existing curb cuts abandoned:</b> There are no existing curb cuts serving the site.</p> <p><b>Proposed curb cuts:</b> No new curb cuts are proposed since all access is proposed from the existing alley on the east side of the site.</p> <p><b>Curb cut width and radii:</b> N/A</p>	
<p><u>CTR Triggers for further vehicle analysis (for sections below)</u></p> <p><b>Guidelines:</b> See Section 3.2.3 of the CTR guidelines to determine if a more comprehensive vehicle analysis is required. If so, completion of the remainder of the <i>Roadway Network, Capacity &amp; Operation</i> section of the scoping form is required.</p>	
<p><u>Development Scenarios</u></p> <p><b>Guidelines:</b> See Section 3.2.4 of the CTR guidelines for discussion of the required development scenarios.</p> <p><b>Proposed Development Scenario:</b> No development scenarios will be examined since the project does not meet CTR thresholds for additional vehicular study.</p>	
<p><u>Vehicle Study Area</u></p> <p><b>Guidelines:</b> See Section 3.2.5 of the CTR guidelines for discussion of the study area.</p> <p><b>Proposed Study Area intersections, including access points (attach Figure at end of Scoping Form as needed):</b> No vehicular study area will be examined since the project does not meet CTR thresholds for additional vehicular study.</p>	
<p><u>Data Collection and Hours of Analysis</u></p> <p><b>Guidelines:</b> See Section 3.2.6 of the CTR guidelines for discussion of the required data collection and hours of analysis.</p> <p><b>Proposed turning movement count intersections:</b> No vehicular data collection will be obtained since the project does not meet CTR thresholds for additional vehicular study.</p>	
<p><u>Roadway Improvements</u></p> <p><b>Guidelines:</b> The study will account for approved and funded roadway improvement projects within the study area that are expected to begin before the proposal's horizon year. See Section 3.2.7 of the CTR guidelines.</p> <p><b>Proposed roadway improvements:</b> We are not aware of any planned and funded improvements in the study area expected to be constructed and operational prior to the opening of the proposed development, so we do not plan on assuming any improvements.</p>	



<p><u>Background Developments</u>  <b>Guidelines:</b> The study will account for vehicle trips generated by developments in the study area that have an origin/destination within the study area. See Section 3.2.8 of the CTR guidelines.</p> <p><b>Proposed background development:</b>  No background developments will be examined since the project does not meet CTR thresholds for additional vehicular study.</p>	
<p><u>Background Growth</u>  <b>Guidelines:</b> The study will account for annual growth or decrease in through traffic on minor and principal arterials that pass through the proposed study area. See Section 3.2.9 of the CTR guidelines.</p> <p><b>Proposed annual background growth:</b>  No background growth will be examined since the project does not meet CTR thresholds for additional vehicular study.</p>	
<p><u>Site Trip Distribution &amp; Assignment</u>  <b>Guidelines:</b> Trips generated by the site will be distributed throughout the study area network. See Section 3.2.10 of the CTR guidelines for information in trip distribution and assignment.</p> <p><b>Proposed site distribution and assignment (attach Figures, as needed, at end of Scoping Form):</b>  No site trips will be assigned since the project does not meet CTR thresholds for additional vehicular study.</p>	
<p><u>Analysis Methodology</u>  <b>Guidelines:</b> Capacity analyses are typically performed using Highway Capacity Manual (HCM) methodologies or a similar industry recognized software. See Section 3.2.11 of the CTR guidelines.</p> <p><b>Proposed analysis methodology:</b>  No vehicular analysis will be examined since the project does not meet CTR thresholds for additional vehicular study.</p>	
<p><u>Vehicle Trip Mitigation</u>  <b>Guidelines:</b> Proposed mitigation of vehicle impacts, if needed, must not add significant delay to other travel modes. Standard non-urban mitigation often includes geometric re-design which may not fit DDOT's practice of balancing safety and capacity across multiple transportation modes. See Section 3.2.12 of the CTR guidelines.</p> <p><b>For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in the scoping form.</b></p>	



3. Bicycle & Pedestrian Facilities	DDOT Comments/Action Items
<p><u>CTR Triggers for bike and pedestrian mode share</u>  <b>Guidelines:</b> A CTR is required to include some level analysis of the bike and pedestrian network at a minimum, based on several potential factors. See Section 3.3.1 of the CTR guidelines to determine if a more comprehensive analysis is required. If so, complete the remainder of the <i>Bicycle &amp; Pedestrian Facilities</i> section of this scoping form.</p>	
<p><u>CTR Bike and Pedestrian Study area</u>  <b>Guidelines:</b> See Section 3.3.2 of the CTR guidelines to determine bike and pedestrian study areas.</p> <p><b>Proposed bike and pedestrian study areas:</b>            We propose a pedestrian study area that includes pedestrian facilities within a quarter-mile radius of the site, plus additional walking routes to major destinations, such as public transit stops and the Mount Vernon Square Metro Station. We will also show the internal pedestrian circulation and facilities within the site and the desire lines between the site and adjacent bus stops, including crosswalk locations and building entrances.</p> <p>The bicycle study area will focus on the routes that cyclists will take on major bicycle facilities. We will also highlight the internal bicycle circulation and facilities.</p>	
<p><u>Data Collection and Analysis of Bike Network and Facilities</u>  <b>Guidelines:</b> See Section 3.3.3 of the CTR guidelines for data collection requirements and analysis for bike and pedestrian modes.</p> <p><b>Proposed Bike network and facilities analysis:</b>            The study will identify existing and proposed pedestrian &amp; bicycle service to the site. The site plan’s accommodation of pedestrians and bicycles will be discussed, including identifying widths of sidewalks, any on-site bicycle pathways, and short and long-term bicycle parking.</p> <p>External to the site, we will provide a qualitative analysis of all pedestrian facilities in the pedestrian study area. This will include maps outlining which routes meet DDOT standards (a green/yellow/red map), and proposing improvements to enhance the pedestrian experiences walking to/from the site. We will review the quality of the bicycle facilities in the bicycle study area, focused on the major cycling routes, and suggest improvements as needed to help cyclists get to and from major bike facilities.</p>	
<p><u>Mitigation for Bike network</u>  <b>Guidelines:</b> If deficiencies have been documented in the study area’s pedestrian or bike facilities that would preclude the proposed mode split, then mitigation of these deficiencies is required. See Section 3.3.4 of the CTR guidelines for mitigation requirements of the bike network.</p>	



<b>For Informational purposes only. Mitigation will be documented in the final CTR. No information required in scoping form.</b>	
<b>4. Transit Service</b>	<b>DDOT Comments/Action Items</b>
<p><u>CTR Triggers for transit mode share</u>  <b>Guidelines:</b> A CTR is typically required to include some level analysis of the transit network, based on several potential factors. See Section 3.4.1 of the CTR guidelines to determine the minimum analysis requirements and if a more comprehensive transit analysis is required. If so, completion of the remainder of the <i>Transit Service</i> section of this scoping form is required. See Section 3.4.1 of the CTR guidelines</p>	
<p><u>CTR Transit study area</u>  <b>Guidelines:</b> If further analysis of the transit network is triggered, see Section 3.4.2 of the CTR guidelines for determining the requisite study area.</p> <p><b>Proposed transit study area:</b>  Per CTR guidelines, the transit study area will include an overview of all transit schedules and stops for service provided within a half mile for heavy rail and a quarter mile for bus and streetcar.</p>	
<p><u>Analysis of Transit Network</u>  <b>Guidelines:</b> Analysis of the transit network will incorporate both a quantitative and qualitative review. See Section 3.4.3 of the CTR guidelines for further information.</p> <p><b>Proposed transit analysis:</b>  The study will identify existing and proposed transit facilities that serve the site, as well as the bus stops that we expect transit riders to use. As stated in the “Bicycle &amp; Pedestrian” section above, we will also identify the desire lines between the site and the site and adjacent bus stops, including crosswalk locations and building entrances. The site plan’s accommodation of transit service, including any changes to bus stops necessary due to development will be discussed.</p>	
<p><u>Transit Trip Mitigation</u>  <b>Guidelines:</b> Proposed mitigation of transit impacts may be needed, given certain impacts to the network. See Section 3.4.4 of the CTR guidelines for more information.</p> <p><b>For Informational purposes only. Mitigation will be documented in the final CTR. No information is required in scoping form.</b></p>	
<b>5. Site Access and Loading</b>	<b>DDOT Comments/Action Items</b>
<p><b>Guidelines:</b> At a minimum, the Applicant is required to show site access for vehicles, pedestrians and bicyclists. In addition, DDOT has additional policies for site access and loading as they relate to public space. See Section 3.5 of the CTR guidelines for additional information regarding these policies.</p>	



<p><b>Freight\Delivery</b> The study will identify existing and proposed commercial vehicle access to the site. See Section 3.5.1 of the CTR guidelines.</p> <p><b>Motor coach</b> For developments that will generate significant tourist activity (hotels, museums, etc.) the study will discuss the site plan's accommodation of motor coach access. See Section 3.5.2 of the CTR guidelines.</p> <p><b>Proposed Loading Analysis:</b> The study will contain access diagrams showing routes for loading and parking access for the site. Truck maneuvering diagrams (using AutoTURN) will be provided in the application. No motor coach activity is anticipated. Current plans show one 30' loading dock and two 20' services spaces for deliveries that will be accessible from the alley and will not require backing maneuvers to or from public streets. As such, a loading variance will be requested as a part of the PUD application for the project as the proposed development plan. An estimate of the number of deliveries for the retail and residential components will be provided as well as a loading management plan if necessary.</p>	
<b>6. Parking</b>	<b>DDOT Comments/Action Items</b>
<p><b>Guidelines:</b> Minimum requirements exist for documenting parking needs and constraints, regardless of development size. Further requirements may be needed for larger developments. See Section 3.6</p> <p><b>Proposed Parking Analysis:</b> The study will include on-site parking demand estimates and comparisons with the proposed parking supply. A discussion on supply vs. demand will be included, focusing on if the supply reaches a balance between accommodating all users while not encouraging driving as a mode. Current plans identify approximately 57 parking spaces (52 residential/5 retail), which meets the zoning requirement of 27 parking spaces for the development plan.</p>	
<b>7. Transportation Demand Management</b>	<b>DDOT Comments/Action Items</b>
<p><u>Triggers for a TDM Plan</u> <b>Guidelines:</b> All developments are encouraged to produce TDM plans, regardless of size. See Section 3.7</p> <p><b>Proposed TDM Plan:</b> The study will include a description of the recommended TDM plan for the development and a list of proposed commitments for the Zoning Commission. The TDM plan components will be compared to those recommended for projects of its size within DDOT's TDM guidelines.</p>	
<b>8. Performance Monitoring &amp; Measurement</b>	<b>DDOT Comments/Action Items</b>
<p><b>Guidelines:</b> Developments of a certain size may need to incorporate a performance monitoring element as a condition of zoning approval. See Section 3.8 of the CTR guidelines for more information.</p>	





<p><b>For informational purposes only. Requirements for performance monitoring will be coordinated with the DDOT case manager.</b></p>	
<p><b>9. Safety</b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><b>Guidelines:</b> The CTR will demonstrate that the site will not create or exacerbate existing safety issues for all modes of travel. See Section 3.9 of the CTR guidelines for further information.</p> <p><b>Proposed Safety Analysis:</b> No analysis of crash data will be examined since the project does not meet CTR thresholds for additional vehicular study. The CTR will review and identify any potential safety issues with the design of the development as well as within the bicycle, pedestrian, and transit study areas described above.</p>	
<p><b>10. Streetscape/Public Realm</b></p>	<p><b>DDOT Comments/Action Items</b></p>
<p><b>Guidelines:</b> DDOT expects new developments to rehabilitate streetscape infrastructure between the curb and property lines. The applicant must work closely with DDOT and OP to ensure that design of the public realm meets current standards. See Section 3.10 of the CTR guidelines for direction on streetscape rehabilitation.</p> <p><b>These guidelines are provided to inform that public realm design standards may alter an Applicant’s intended use of public space.</b></p>	

**Information/Data Requests (List requested data from DDOT after each field below):**

- District planning documents:
- Local planning documents, including small area plans:
- Information on programmed and/or funded roadway improvements in study area:
- Studies for background developments in study area:
- Signal Timings:

- Crash Data:

**Proposed Schedule:**

- DDOT comments on Scoping Document:
- Transportation Consultant/Applicant responses to comments:
- Phase I Completion:
- Phase II Completion:
- Submission of Report to DDOT:
- Zoning Commission or BZA Hearing Date:

**Preliminary Development Program and Mode Split Assumptions:**

Trip generation rates from the ITE *Trip Generation Manual*, 9<sup>th</sup> Edition, with additional mode split assumptions were used. Trip generation was projected for the morning and afternoon weekday peak hours of the adjacent street traffic (typically between 7:00 and 9:00 AM and between 4:00 and 6:00 PM).

The residential mode split assumptions for the residential land use were based on data from the WMATA *Ridership Survey* for residential sites, census data from the 2008-2012 American Community Survey for Census Tracts 48.01, 48.02, 49.01, and 49.02 (since the site lays near the intersection of four



tracts), and previous studies and approved scopes within the area. The census data depicts a mode split of 35% transit, 27% auto, and 38% walk and other. A similar residential site was noted in the WMATA Ridership Survey at the Summit Roosevelt in the U Street corridor. This development was noted to have a mode split of 22% auto, 51% transit, and 27% bike/walk. Since the site is located near the Mount Vernon Square Metro Station platform, a mode split of 40% transit, 50% auto, 7% walk, and 3% bike is proposed to be conservative and consistent with other nearby studies. The multi-modal assumptions for residential are shown in the table below.

<b>Residential Mode Split Assumptions</b>							
<b>Pertinent Mode Split data from other sources:</b>							
Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
Census Data (Tracts 48.01/48.02/49.01/49.02)	25%	2%	35%	N/A	26%	4%	8%
State of the Commute (of District residents)	41%	7%	41%	11%		---	
WMATA Ridership Survey (U Street - Summit Roosevelt)	22%		51%	27%		---	
<b>Mode Split assumed in TIS:</b>							
Information Source	Mode						
	Drive	Transit	Bike	Walk	Telecommute/Other		
Residential Mode Split	30%	40%	5%	25%	---		
Notes: -Census data (CTPP) used as basis for assumptions							

The retail land use mode split assumptions are based on the WMATA *Ridership Survey* for similar retail sites. Retail sites along the U Street corridor were deemed to be most similar and were shown to have a mode split of 57% transit, 19% auto, and 25% walk and other. Because this site is within a similar distance to Metro and the retail is planned as neighborhood-oriented in lieu of destination-oriented retail, a retail mode split of 55% transit, 20% auto, 20% walk, and 5% bike was assumed for the development. The multi-modal assumptions for retail are shown in the table below.



<b>Retail Mode Split Assumptions</b>							
<b>Pertinent Mode Split data from other sources:</b>							
Information Source	Mode						
	SOV	Carpool	Transit	Bike	Walk	Telecommute	Other
WMATA Ridership Survey (U Street Main Street)	19%		57%		25%		---
<b>Mode Split assumed in TIS:</b>							
Information Source	Mode						
	Drive	Transit	Bike	Walk	Telecommute/Other		
Retail Mode Split	20%	55%	5%	20%	---		

The modal split assumptions described above were applied to the trip generation rates as calculated from ITE and converted to person trips, based on NHTS data as shown for residential and retail below.



<b>Trip Generation - Residential</b>								
66 Apartments								
Step 1: Base trip generation using ITEs' <i>Trip Generation</i>								
Land Use	Land Use Code	Quantity	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	220	66 du	7 veh/hr	27 veh/hr	34 veh/hr	27 veh/hr	14 veh/hr	41 veh/hr
Step 2: Convert to people per hour, before applying mode splits								
Land Use	People/Car (from 2009 NHTS, Table 16)		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	1.13 ppl/veh		8 ppl/hr	31 ppl/hr	38 ppl/hr	31 ppl/hr	16 ppl/hr	46 ppl/hr
Step 3: Split between modes, per assumed Mode Splits								
Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	Auto	30%	3 ppl/hr	9 ppl/hr	12 ppl/hr	10 ppl/hr	4 ppl/hr	14 ppl/hr
Apartments	Transit	40%	4 ppl/hr	12 ppl/hr	16 ppl/hr	13 ppl/hr	6 ppl/hr	19 ppl/hr
Apartments	Bike	5%	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Apartments	Walk	25%	2 ppl/hr	8 ppl/hr	10 ppl/hr	8 ppl/hr	4 ppl/hr	12 ppl/hr
Step 4: Convert auto trips back to vehicles/hour								
Land Use	People/Car (from 2009 NHTS, Table 16)		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	1.13 ppl/veh		3 veh/hr	8 veh/hr	11 veh/hr	9 veh/hr	4 veh/hr	12 veh/hr
<b>Trip Gen Summary for Residential</b>								
Mode	AM Peak Hour			PM Peak Hour				
	In	Out	Total	In	Out	Total		
Auto	3 veh/hr	8 veh/hr	11 veh/hr	9 veh/hr	4 veh/hr	12 veh/hr		
Transit	4 ppl/hr	12 ppl/hr	16 ppl/hr	13 ppl/hr	6 ppl/hr	19 ppl/hr		
Bike	1 ppl/hr	1 ppl/hr	2 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr		
Walk	2 ppl/hr	8 ppl/hr	10 ppl/hr	8 ppl/hr	4 ppl/hr	12 ppl/hr		



<b>Trip Generation - Retail</b>								
6,879 square feet								
Step 1: Base trip generation using ITEs' <i>Trip Generation</i>								
Land Use	Land Use Code	Quantity	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail	820	6,879 sf	4 veh/hr	3 veh/hr	7 veh/hr	12 veh/hr	14 veh/hr	26 veh/hr
Step 2: Convert to people per hour, before applying mode splits								
Land Use	People/Car (from 2009 NHTS, Table 16)		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail	1.78 ppl/veh		7 ppl/hr	5 ppl/hr	12 ppl/hr	21 ppl/hr	25 ppl/hr	46 ppl/hr
Step 3: Split between modes, per assumed Mode Splits								
Land Use	Mode	Split	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail	Auto	20%	2 ppl/hr	1 ppl/hr	3 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr
Retail	Transit	55%	4 ppl/hr	3 ppl/hr	7 ppl/hr	12 ppl/hr	14 ppl/hr	26 ppl/hr
Retail	Bike	5%	1 ppl/hr	0 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr
Retail	Walk	20%	2 ppl/hr	1 ppl/hr	3 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr
Step 4: Convert auto trips back to vehicles/hour								
Land Use	People/Car (from 2009 NHTS, Table 16)		AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail	1.78 ppl/veh		1 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr	3 veh/hr	6 veh/hr
<b>Trip Gen Summary for Retail</b>								
Mode		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Auto		1 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr	3 veh/hr	6 veh/hr	
Transit		4 ppl/hr	3 ppl/hr	7 ppl/hr	12 ppl/hr	14 ppl/hr	26 ppl/hr	
Bike		1 ppl/hr	0 ppl/hr	1 ppl/hr	2 ppl/hr	1 ppl/hr	3 ppl/hr	
Walk		2 ppl/hr	1 ppl/hr	3 ppl/hr	5 ppl/hr	5 ppl/hr	10 ppl/hr	





Figure 1: Site Location



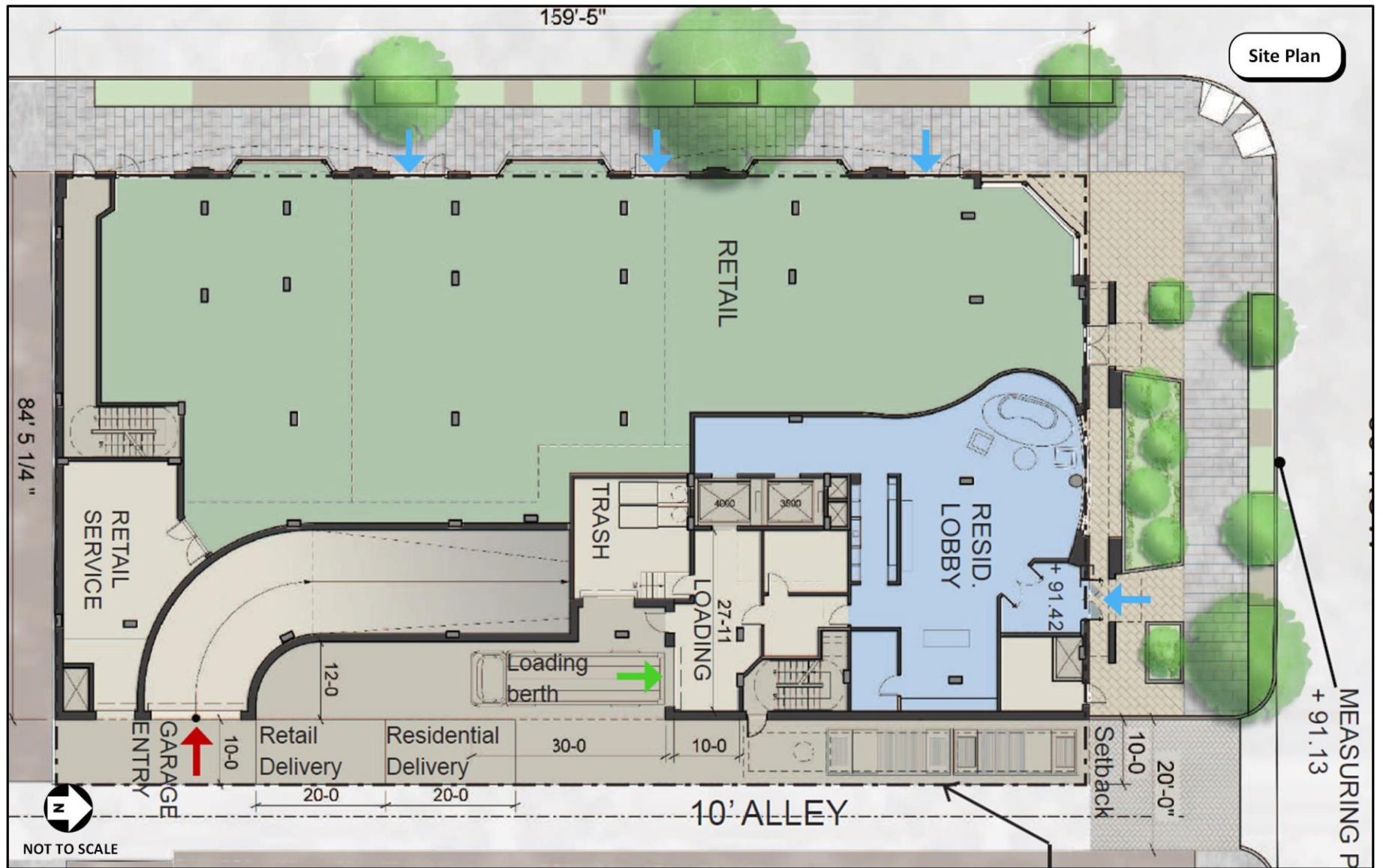


Figure 2: Site Plan

