

Figure 19: Existing Peak Hour Traffic Volumes (Sheet 1 of 2)



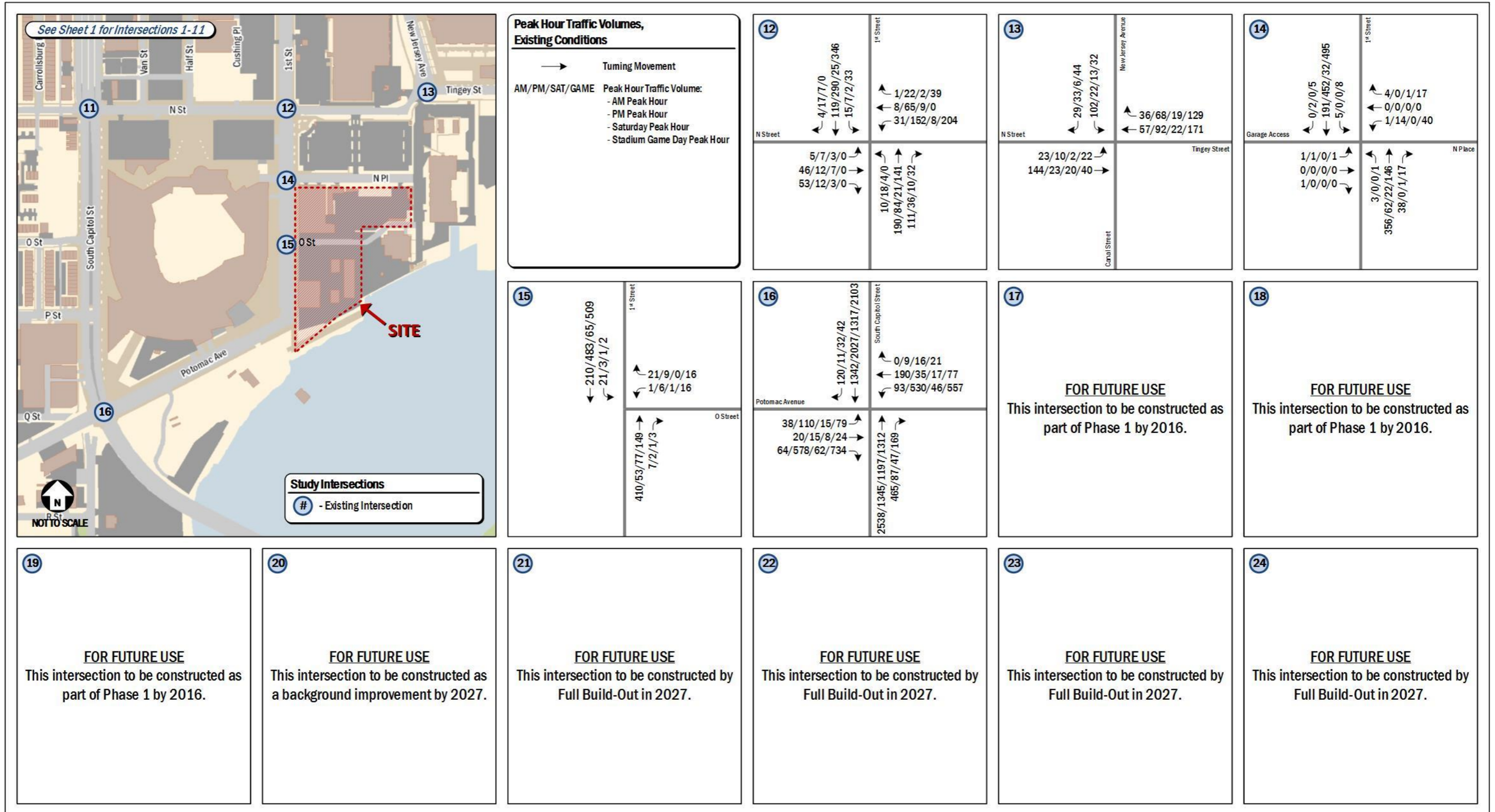


Figure 20: Existing Peak Hour Traffic Volumes (Sheet 2 of 2)

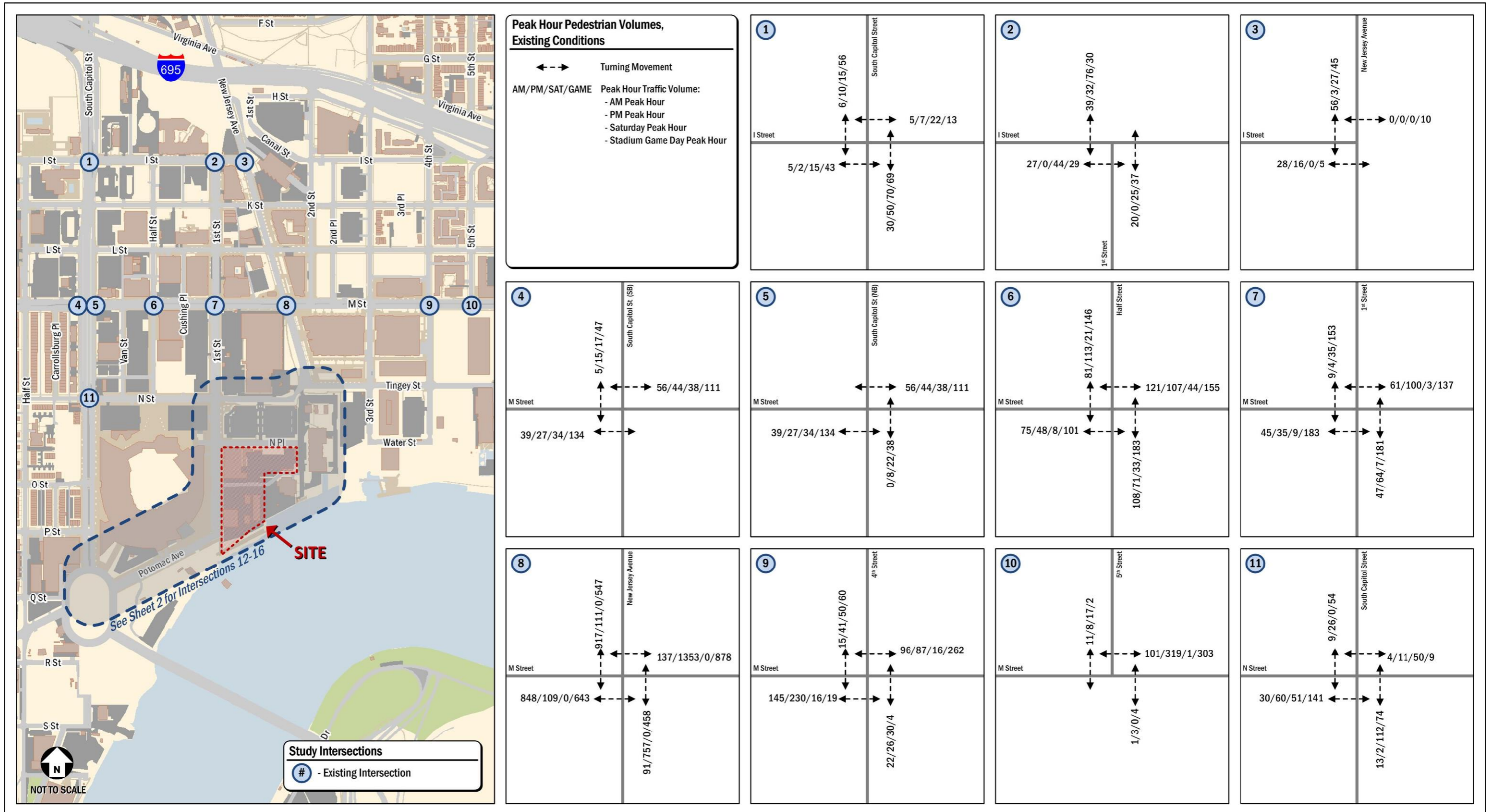


Figure 21: Existing Peak Hour Pedestrian Volumes (Sheet 1 of 2)



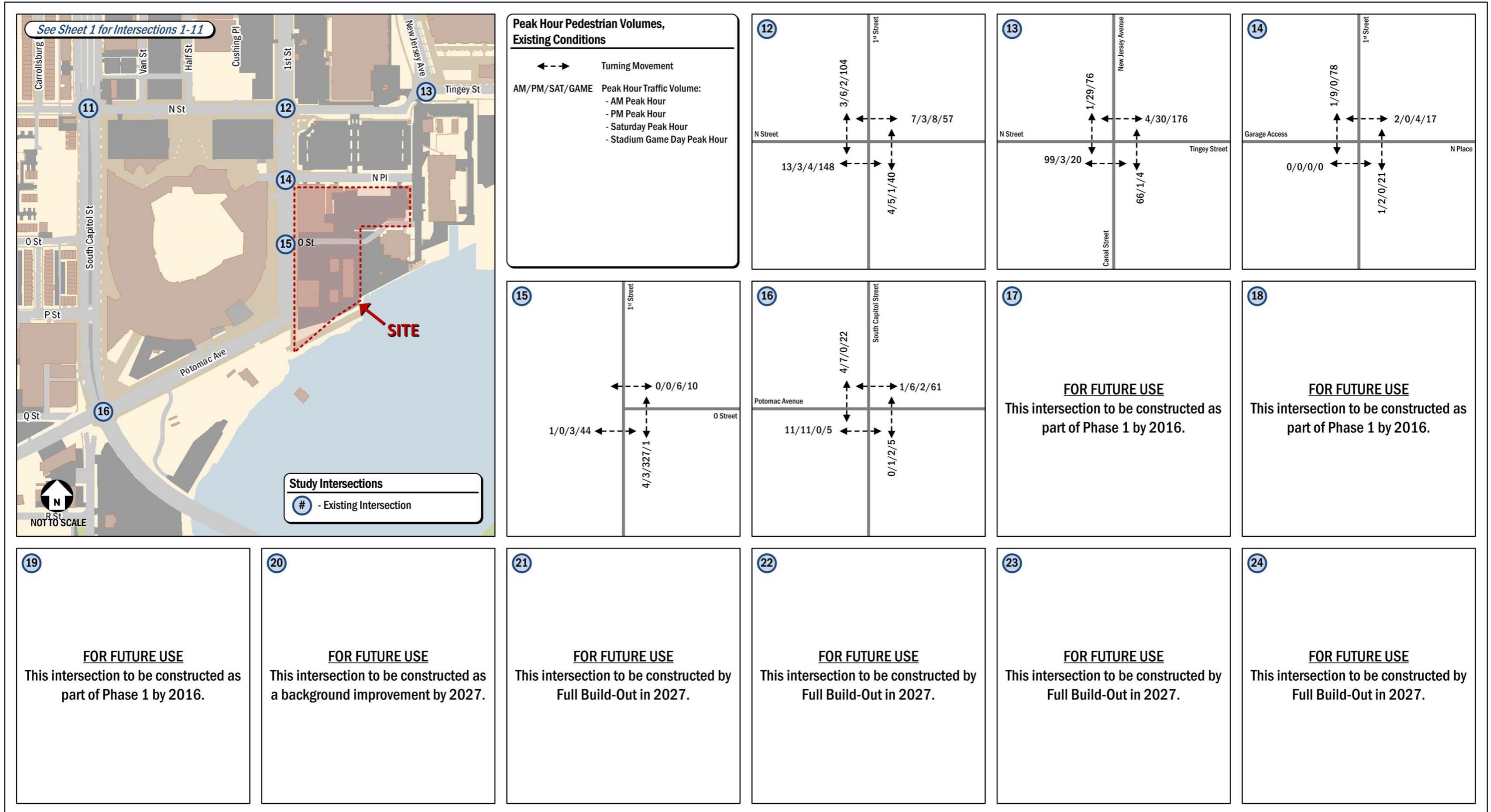


Figure 22: Existing Peak Hour Pedestrian Volumes (Sheet 2 of 2)

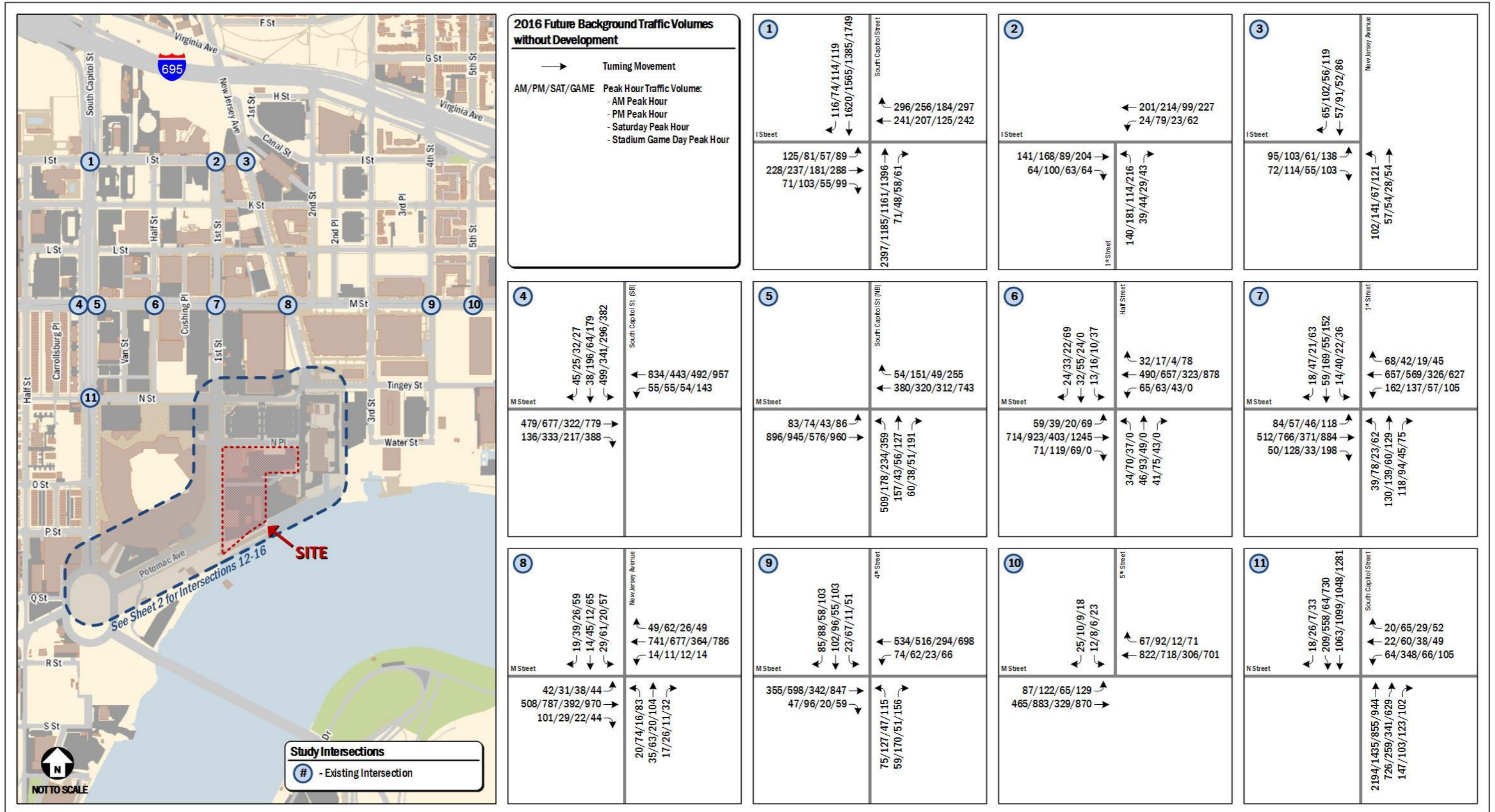


Figure 23: 2016 Background Peak Hour Traffic Volumes (Sheet 1 of 2)



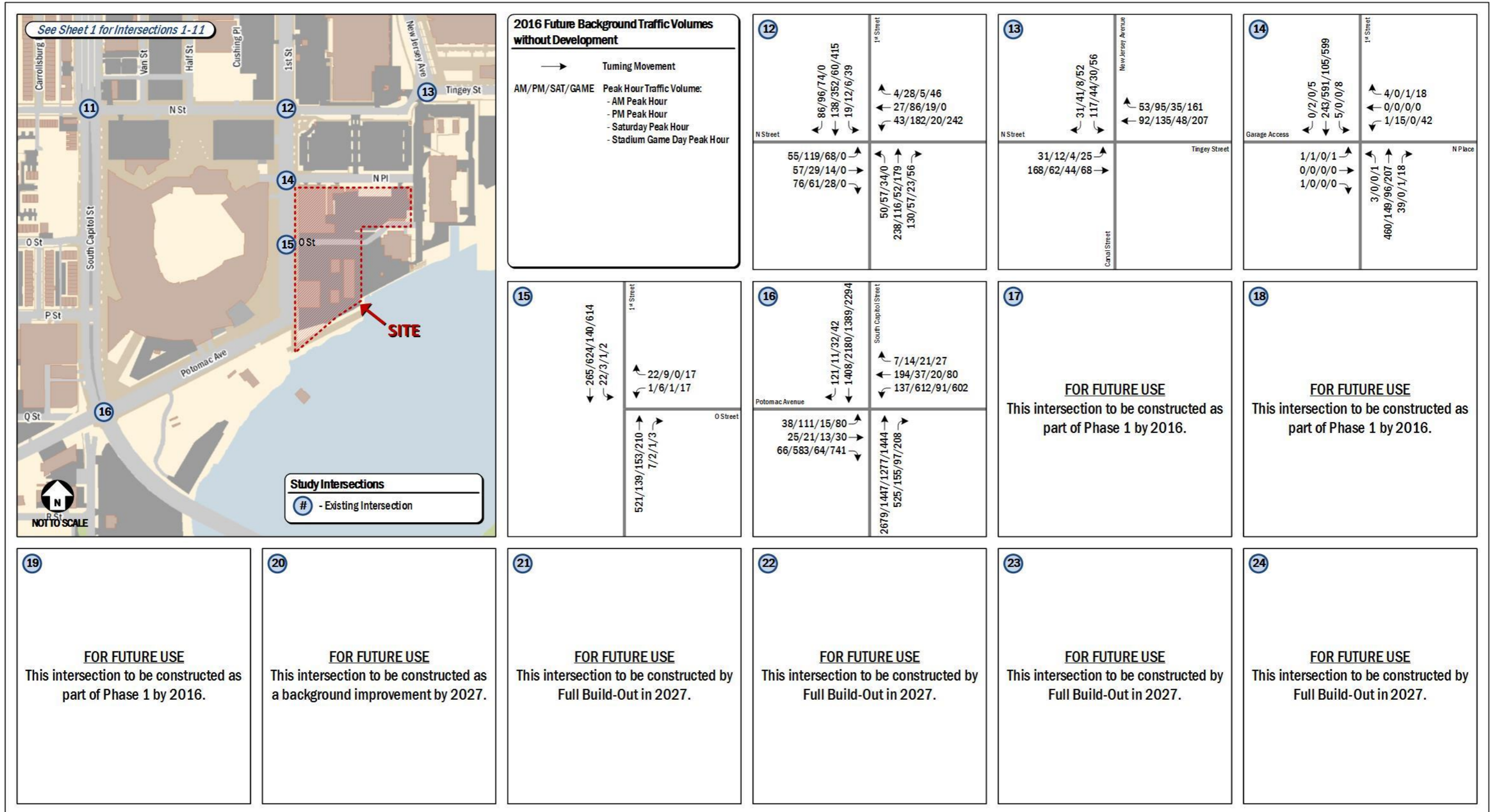


Figure 24: 2016 Background Peak Hour Traffic Volumes (Sheet 2 of 2)

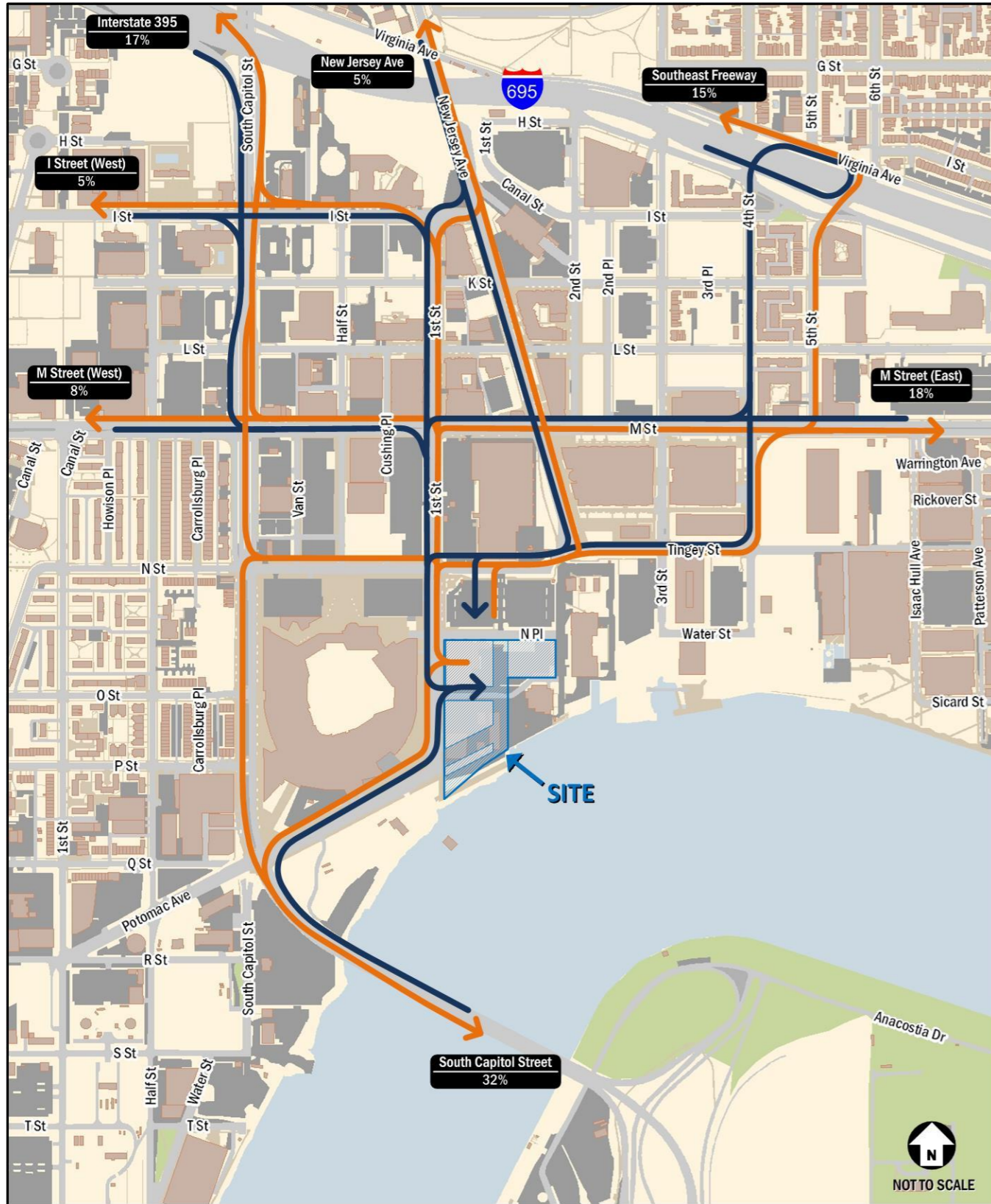


Figure 25: Direction of Approach for Site-Generated Traffic Volumes



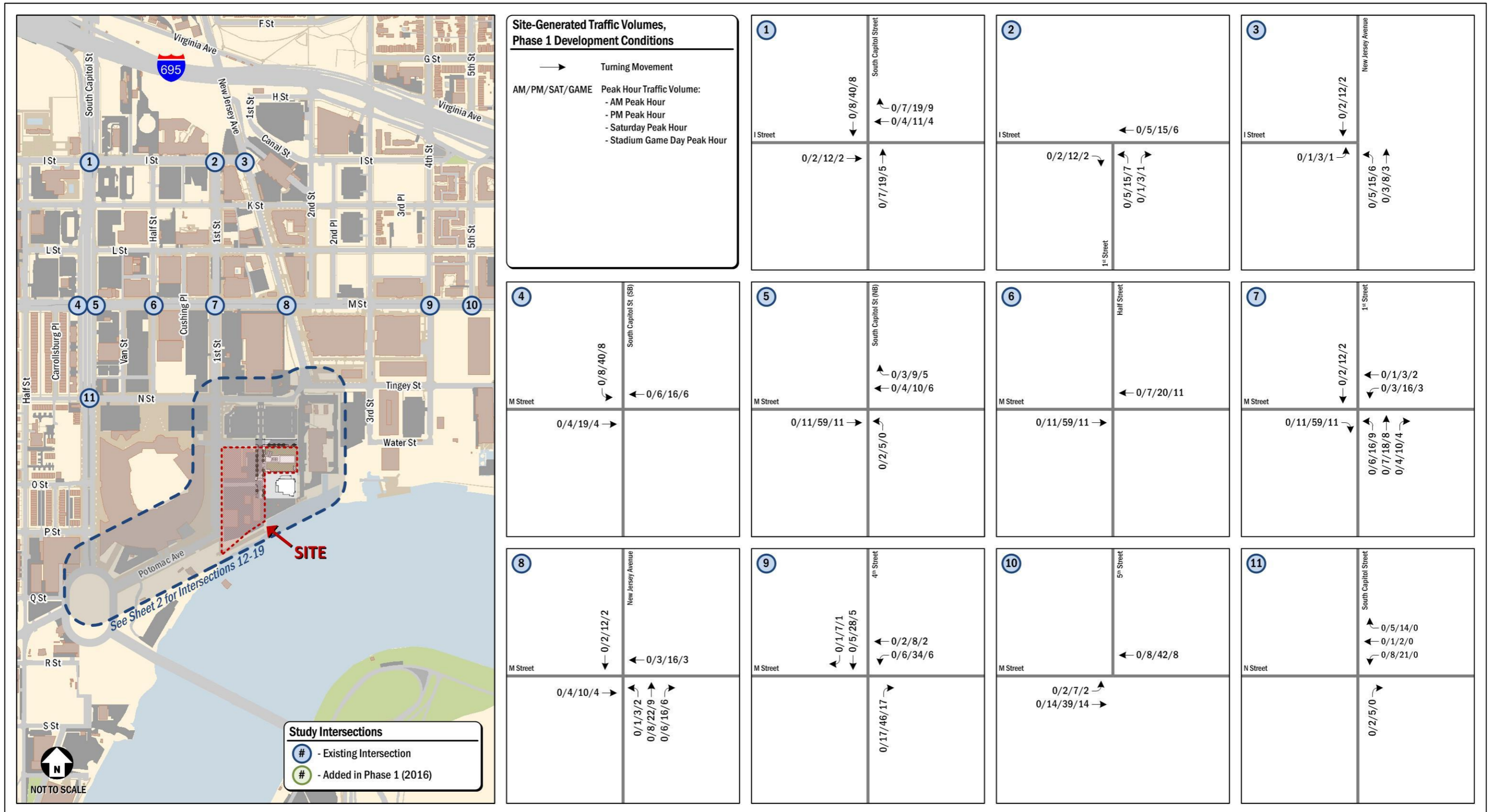


Figure 26: Site-Generated Peak Hour Traffic Volumes for Phase 1 Development with Canal Street (Sheet 1 of 2)



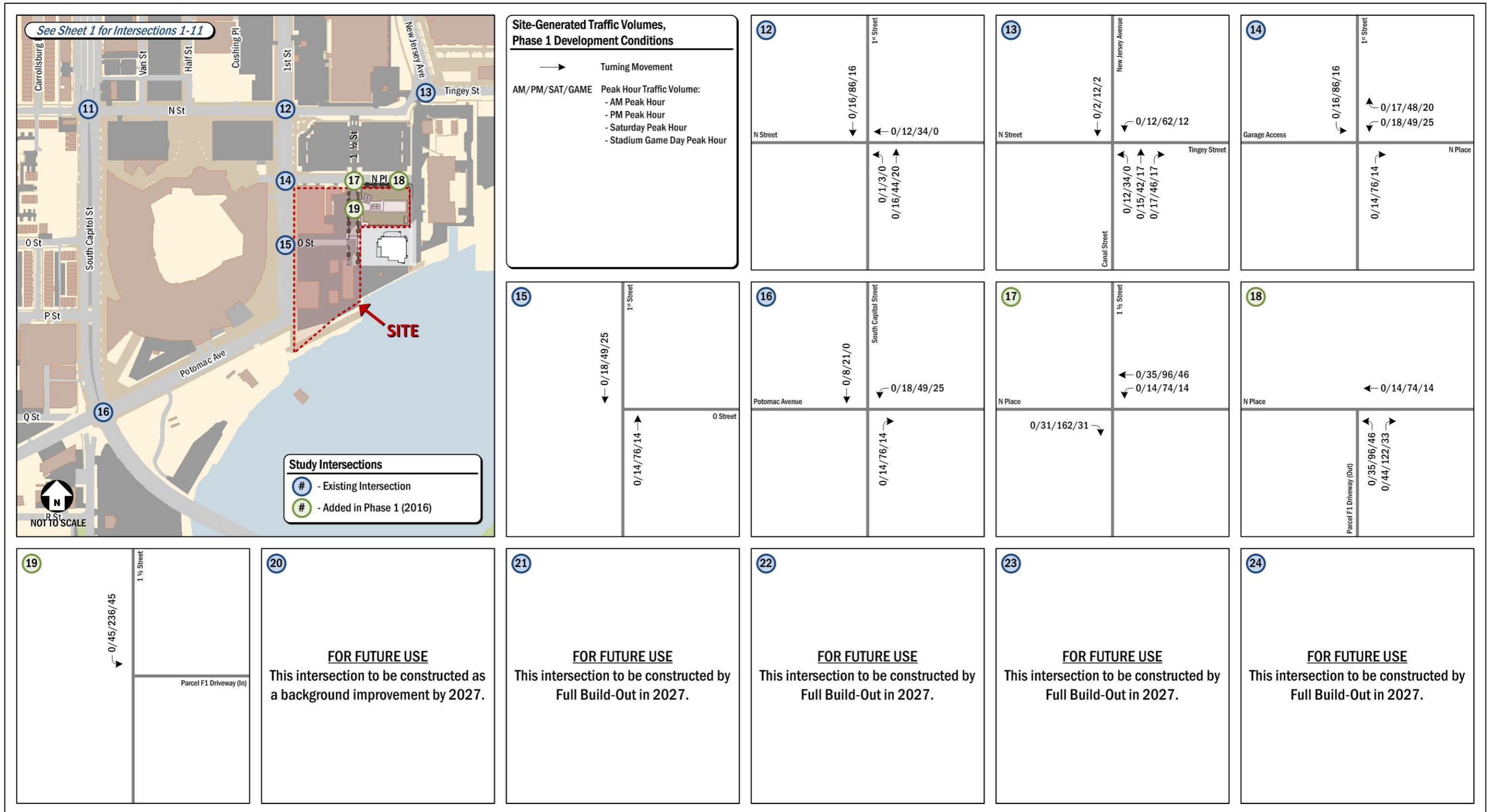


Figure 27: Site-Generated Peak Hour Traffic Volumes for Phase 1 Development with Canal Street (Sheet 2 of 2)



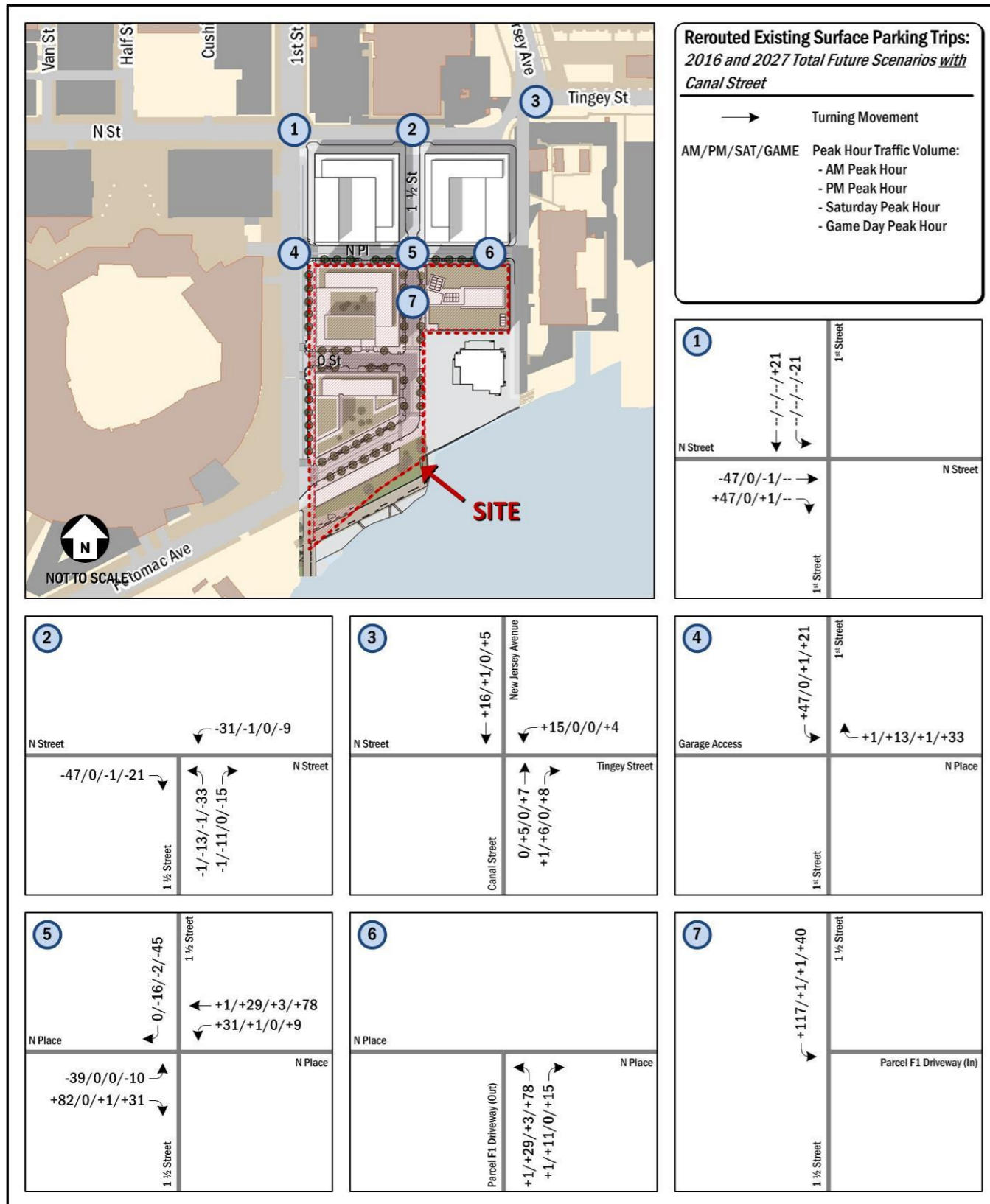


Figure 28: Rerouted Existing Surface Parking Trips (with Canal Street)



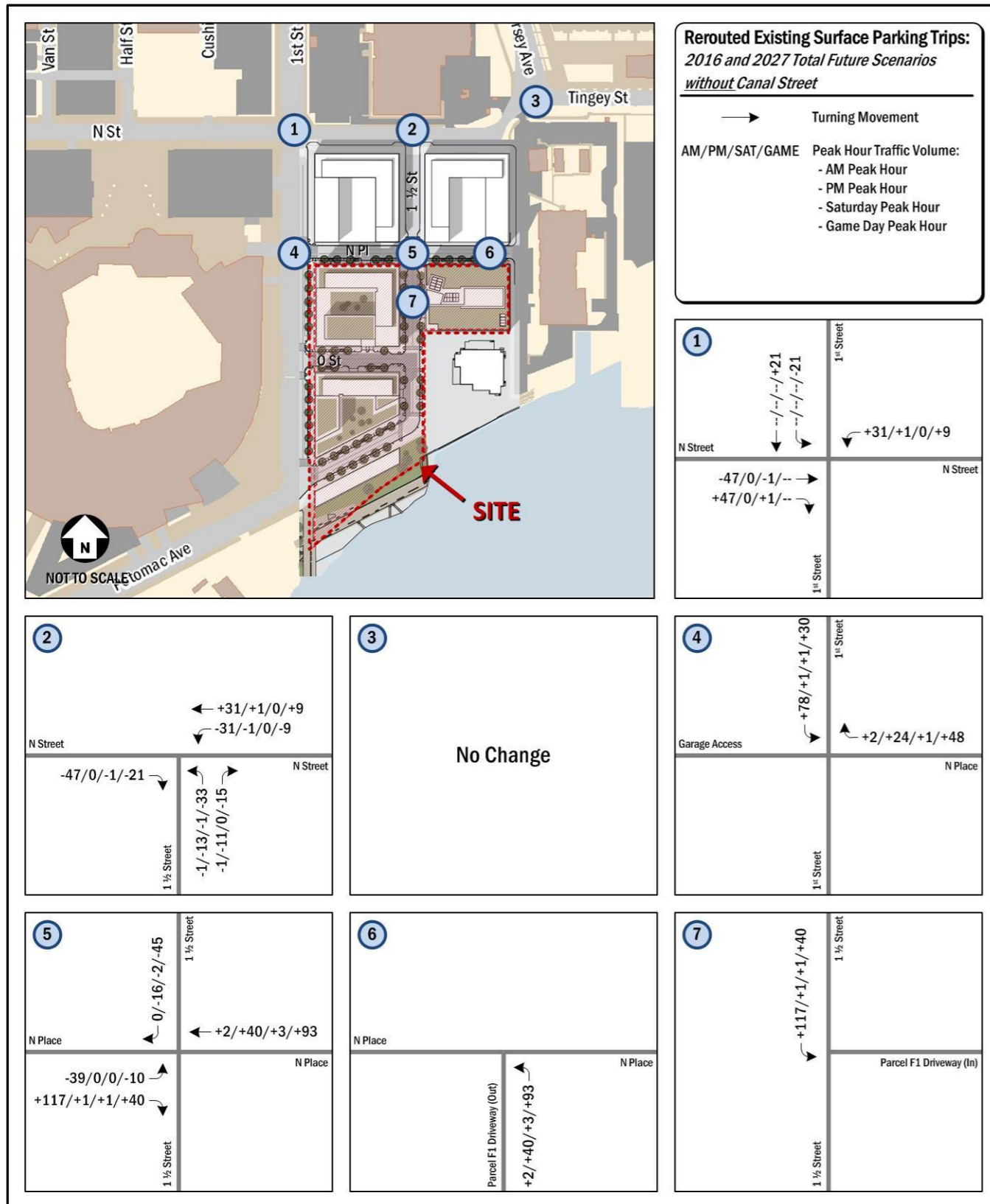


Figure 29: Rerouted Existing Surface Parking Trips (without Canal Street)



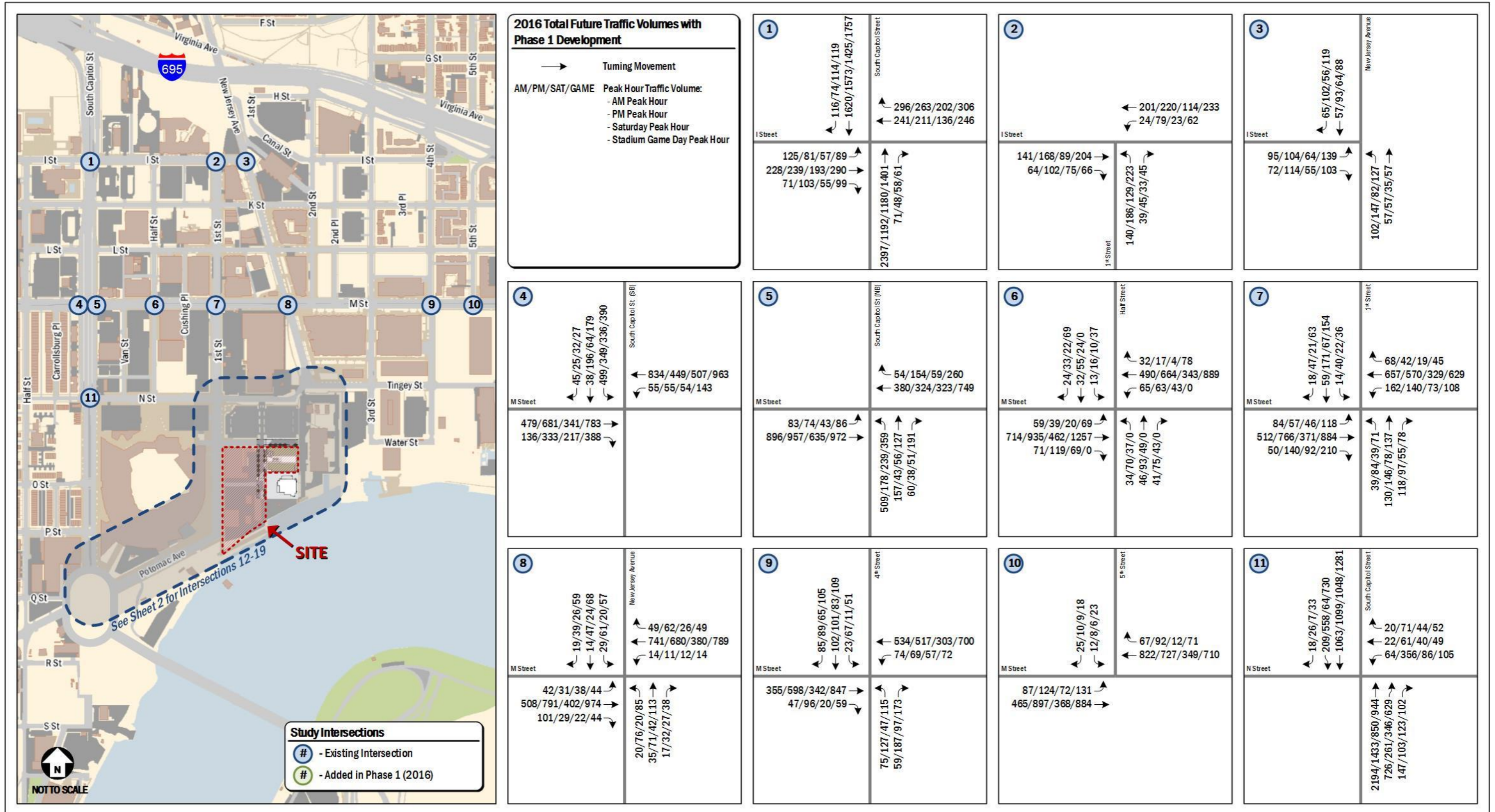


Figure 30: 2016 Future Peak Hour Traffic Volumes with Canal Street (Sheet 1 of 2)



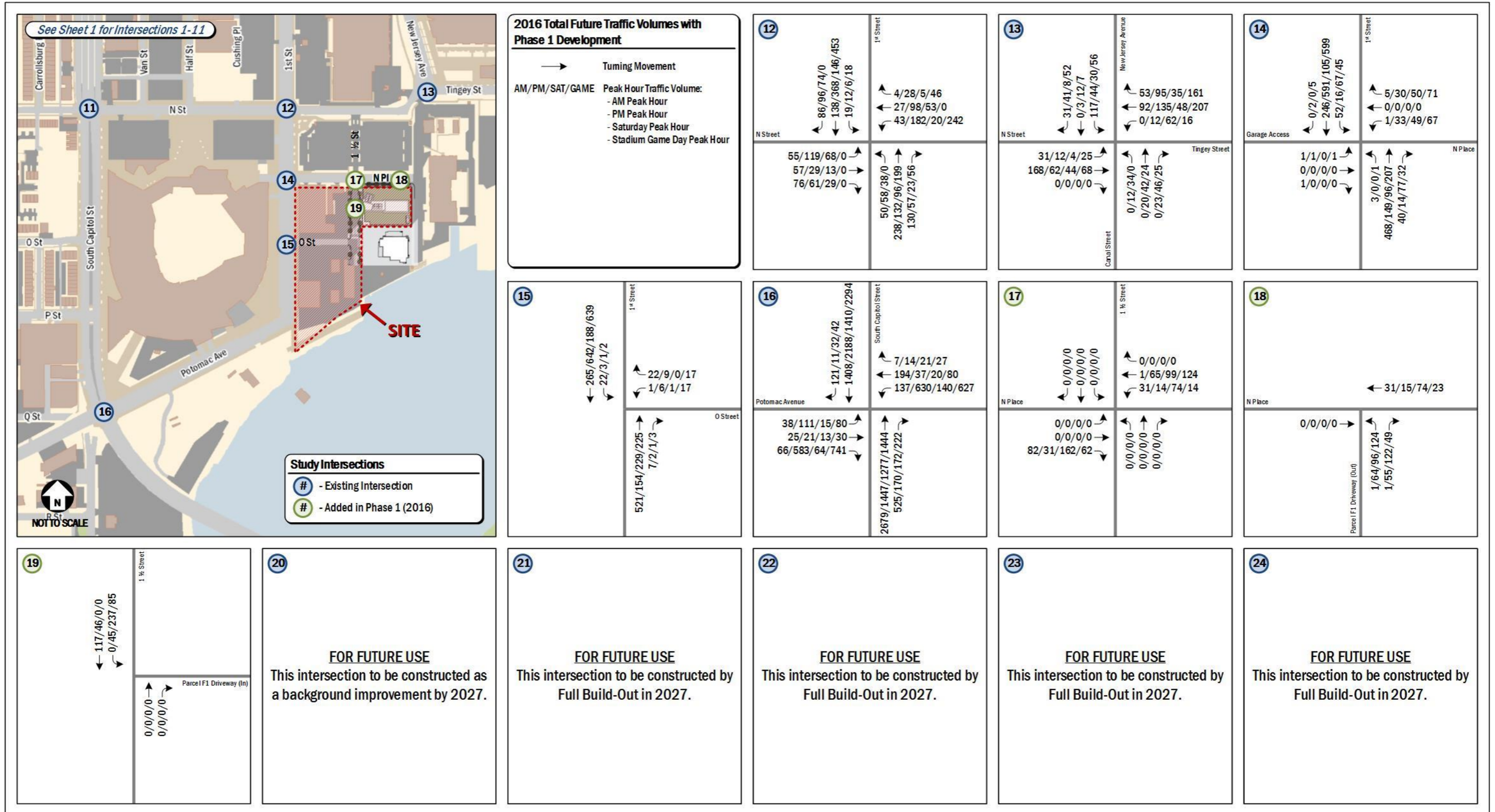


Figure 31: 2016 Future Peak Hour Traffic Volumes with Canal Street (Sheet 2 of 2)



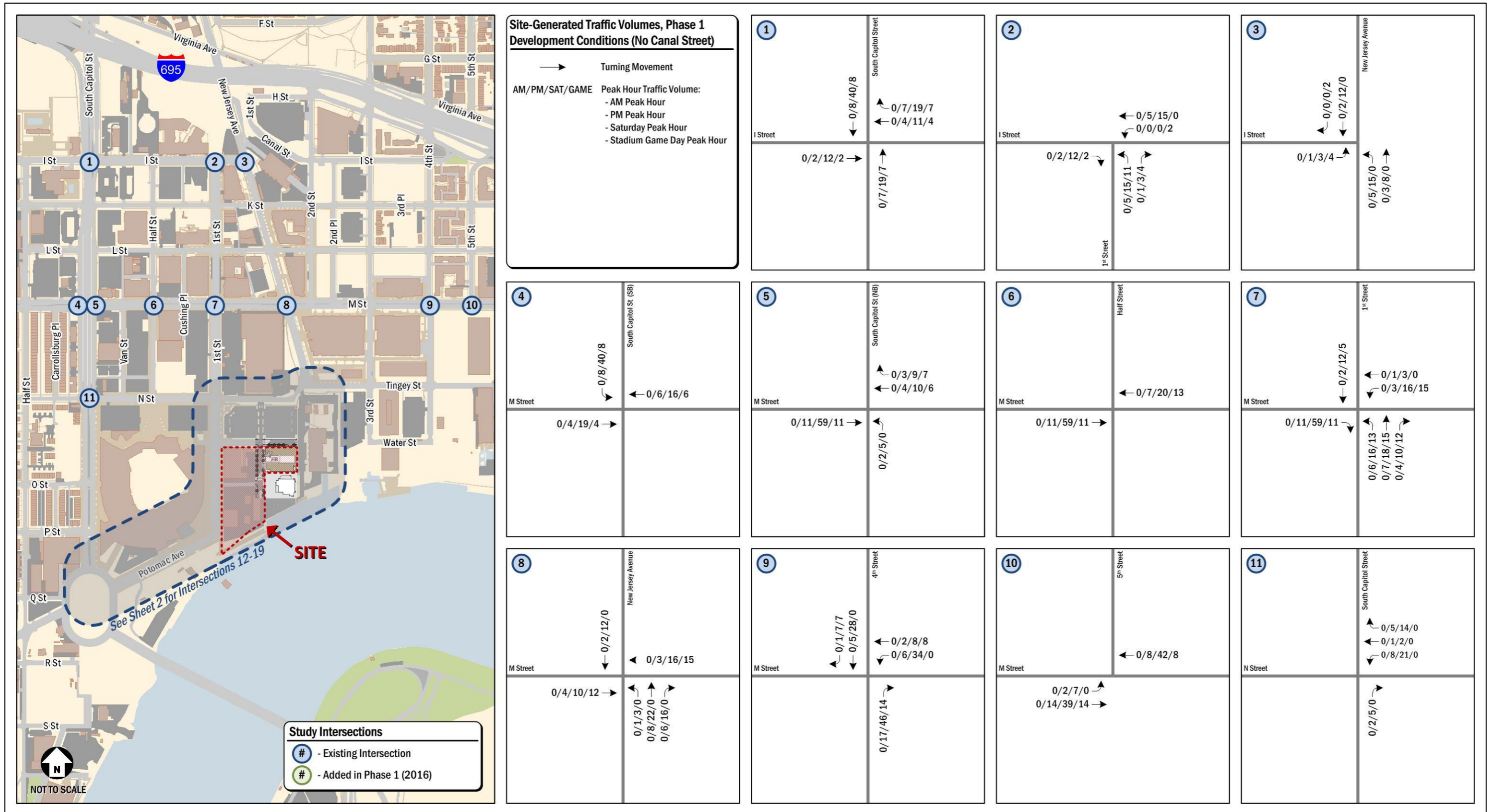


Figure 32: Site-Generated Peak Hour Traffic Volumes for Phase 1 Development without Canal Street (Sheet 1 of 2)

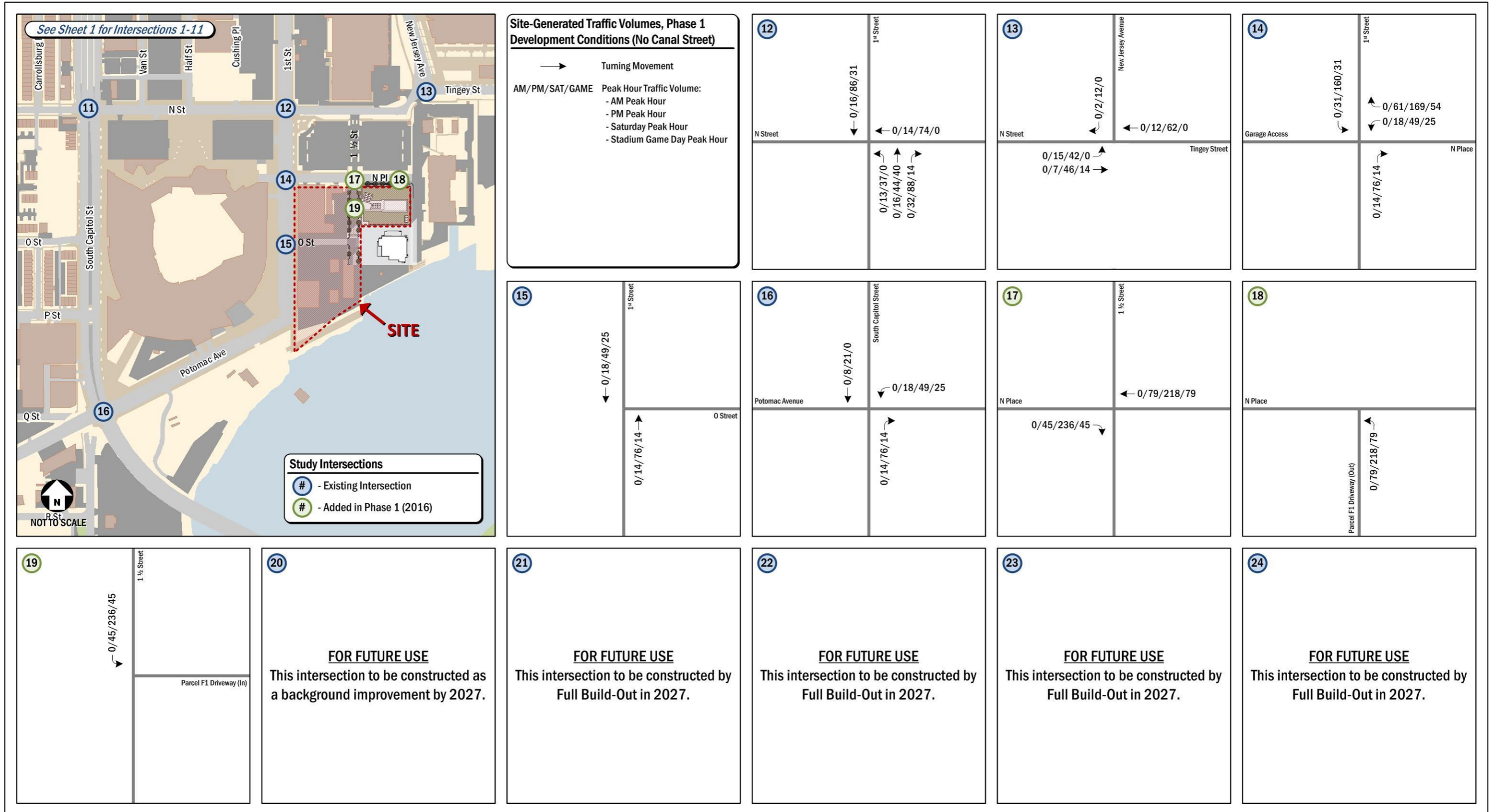


Figure 33: Site-Generated Peak Hour Traffic Volumes for Phase 1 Development without Canal Street (Sheet 2 of 2)



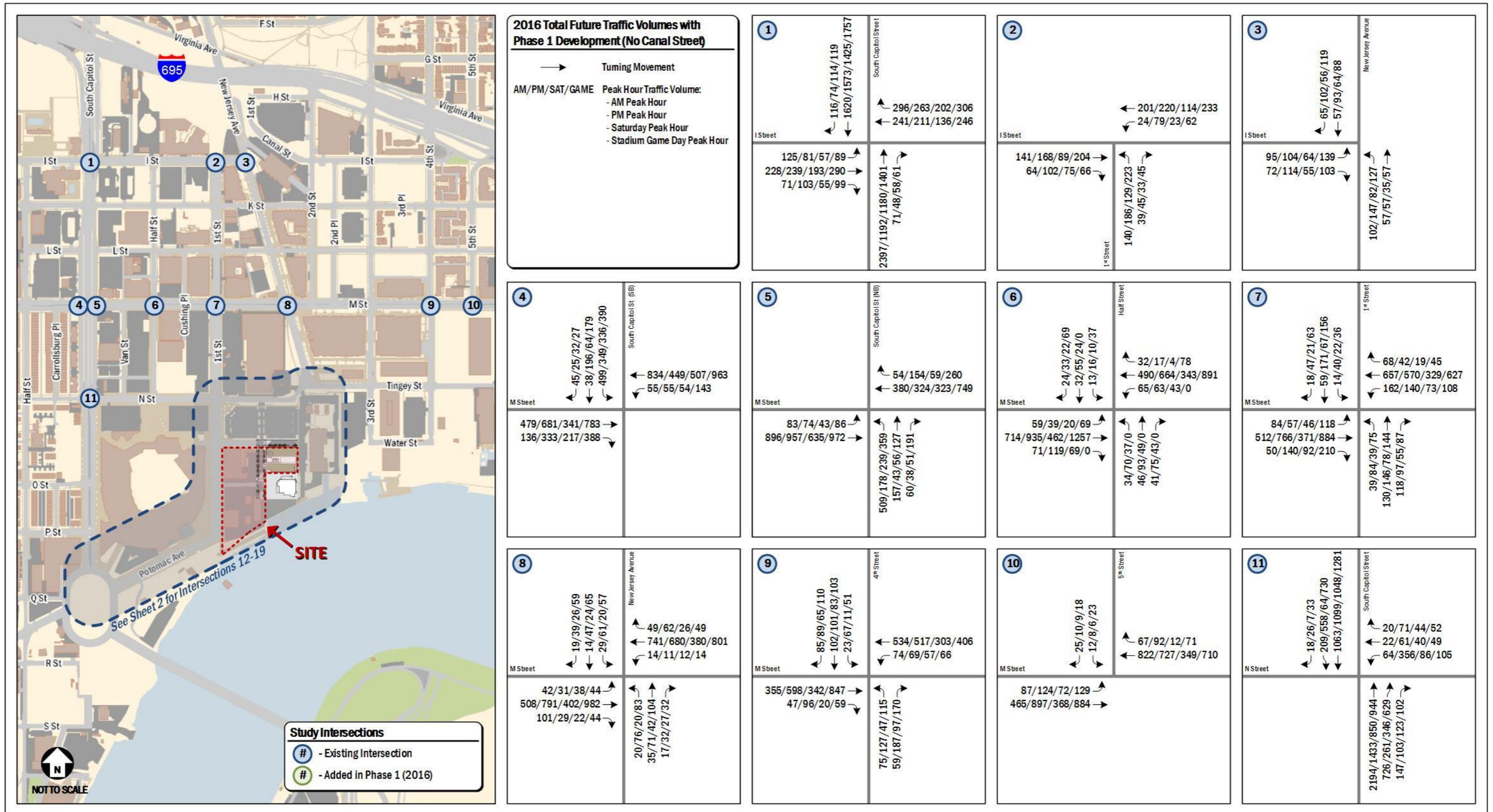


Figure 34: 2016 Future Peak Hour Traffic Volumes without Canal Street (Sheet 1 of 2)



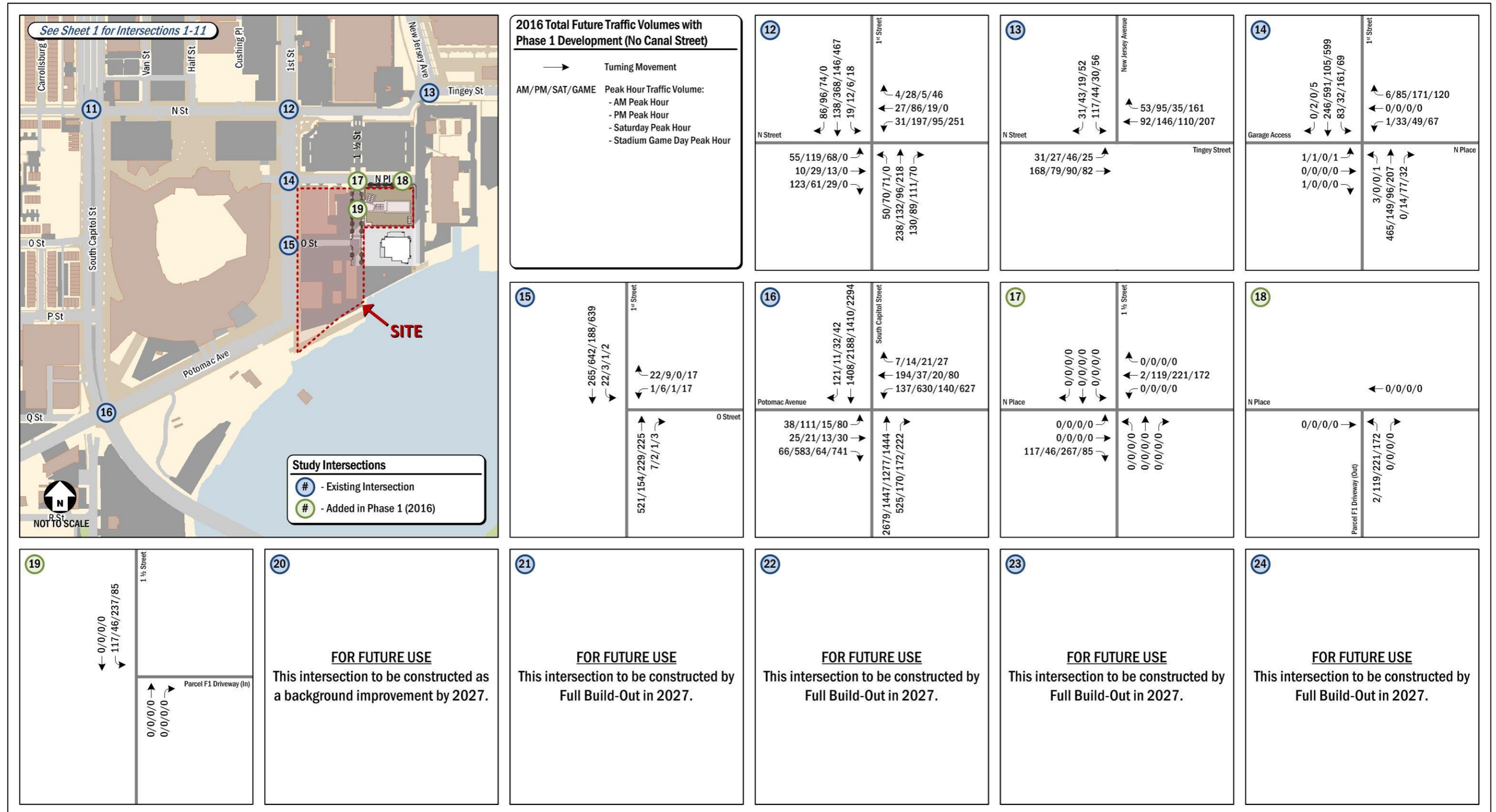


Figure 35: 2016 Future Peak Hour Traffic Volumes without Canal Street (Sheet 2 of 2)