

Block E
Single-Family Attached Housing

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

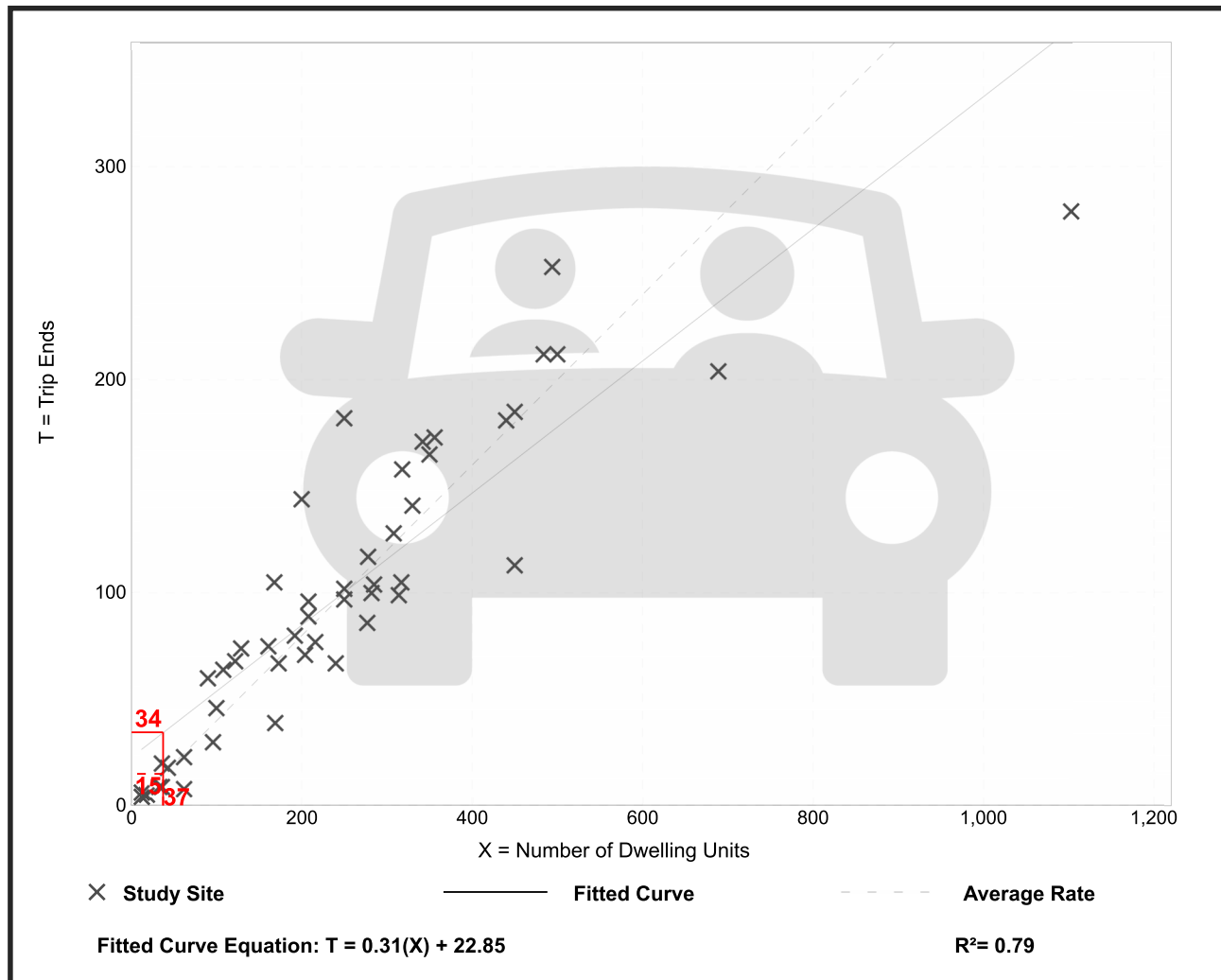
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

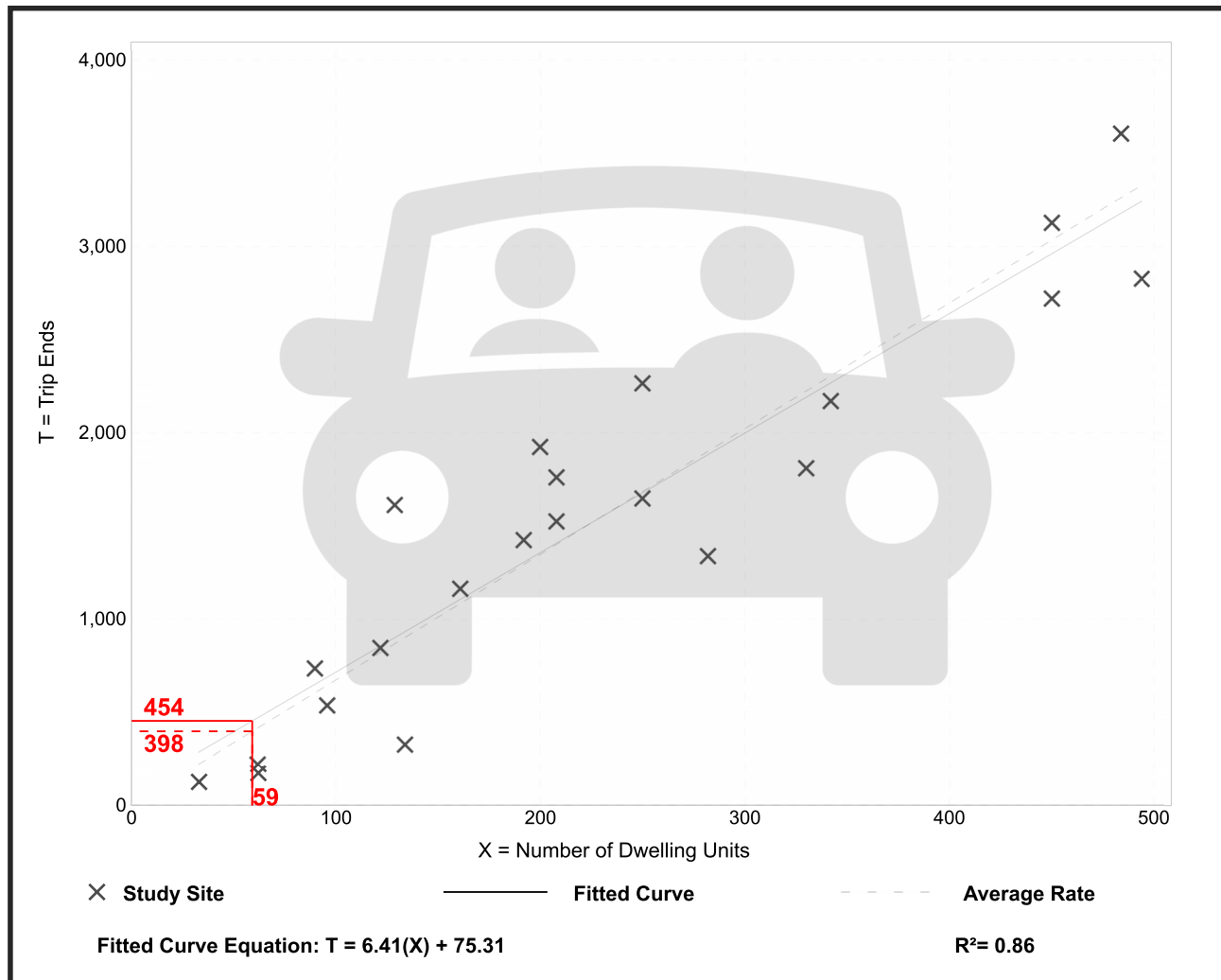
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 59

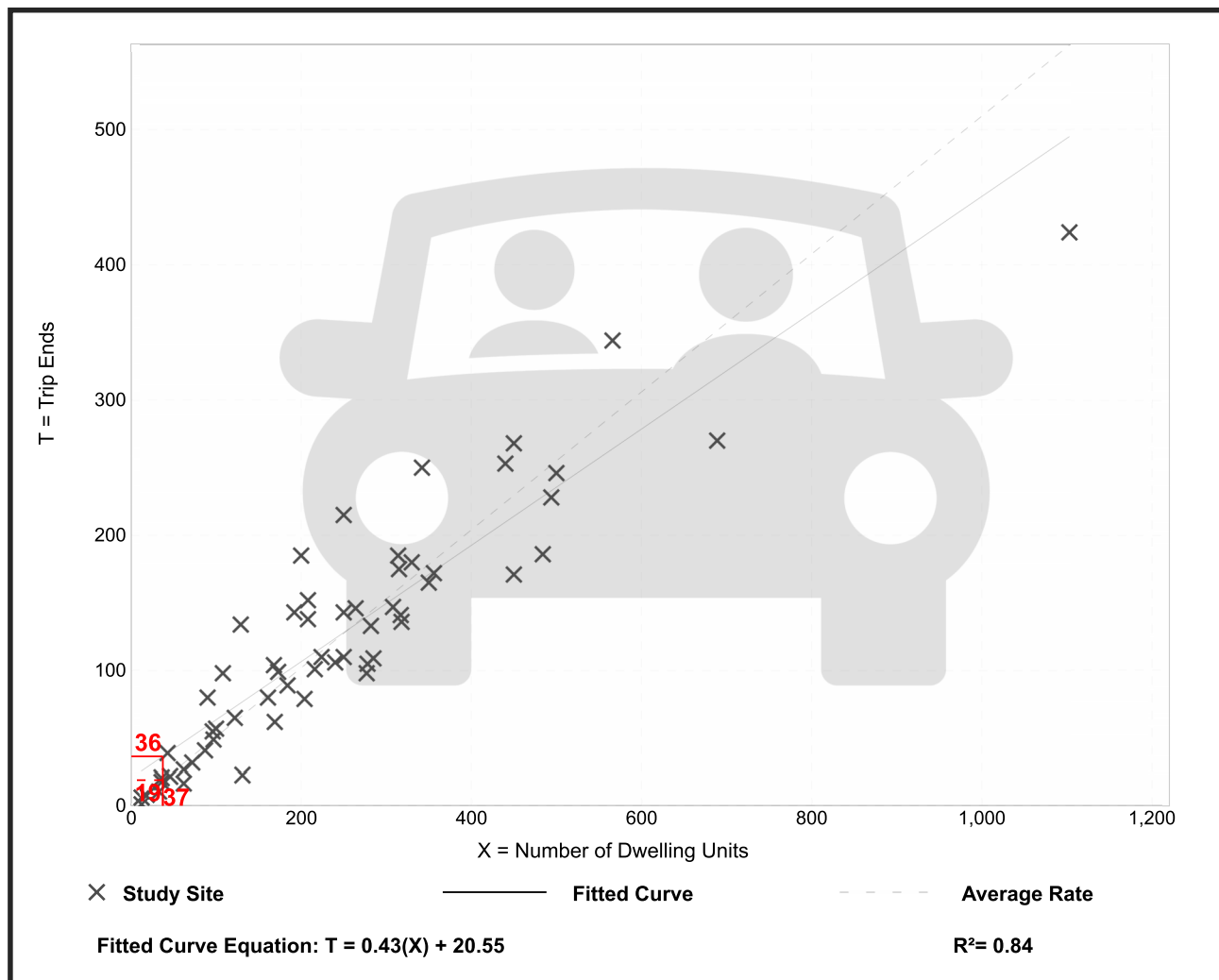
Avg. Num. of Dwelling Units: 241

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Block E
Single-Family Detached Housing

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

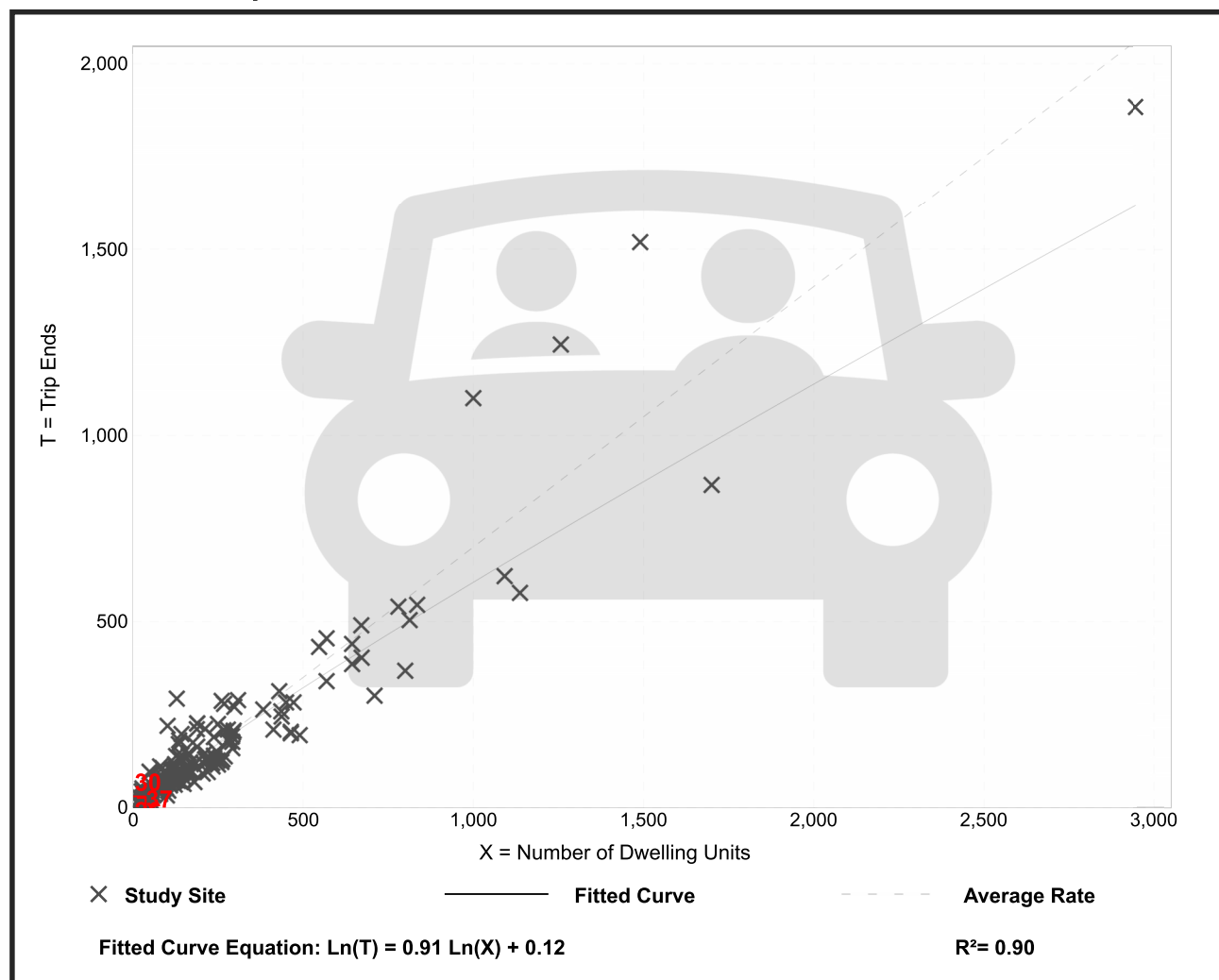
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

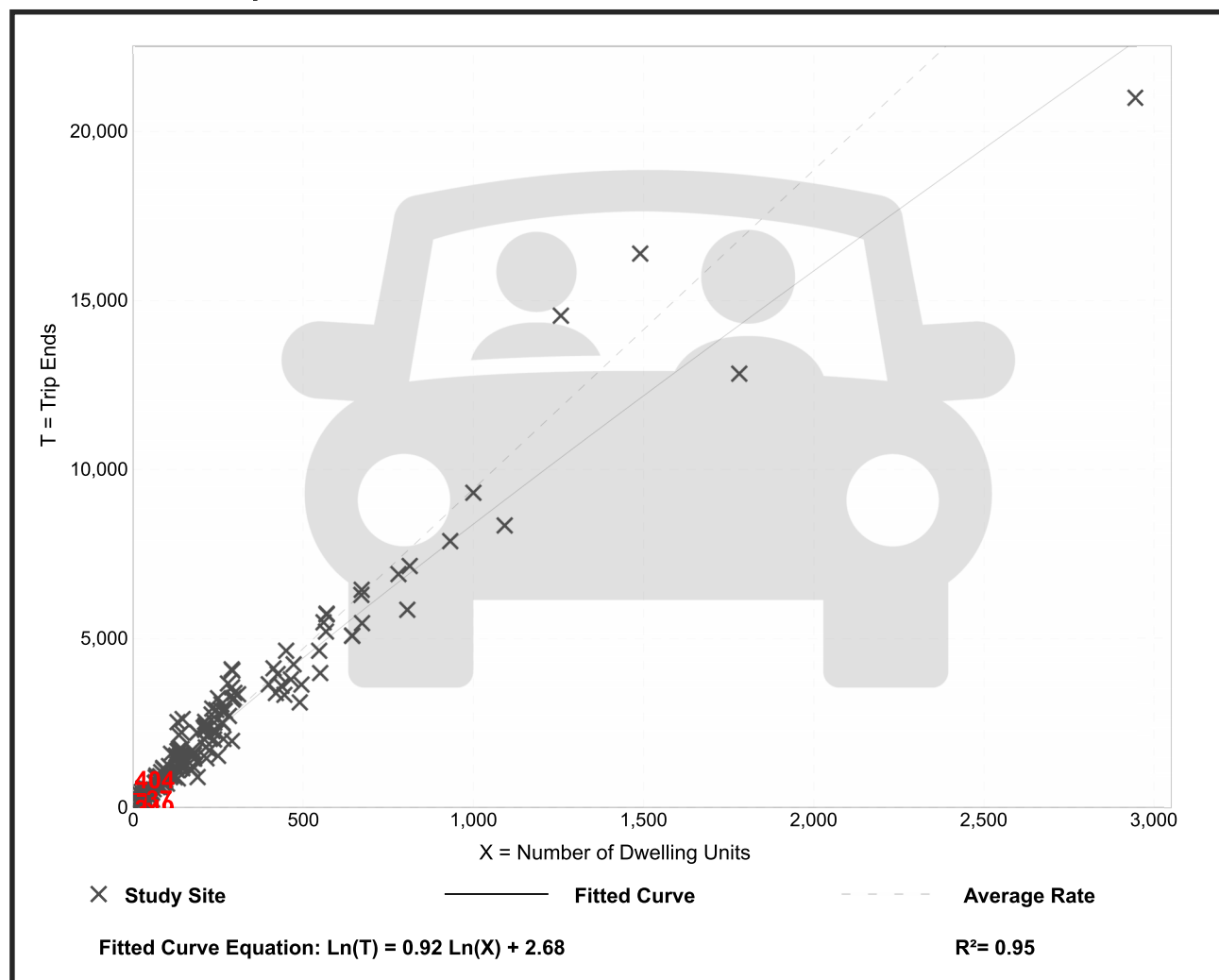
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

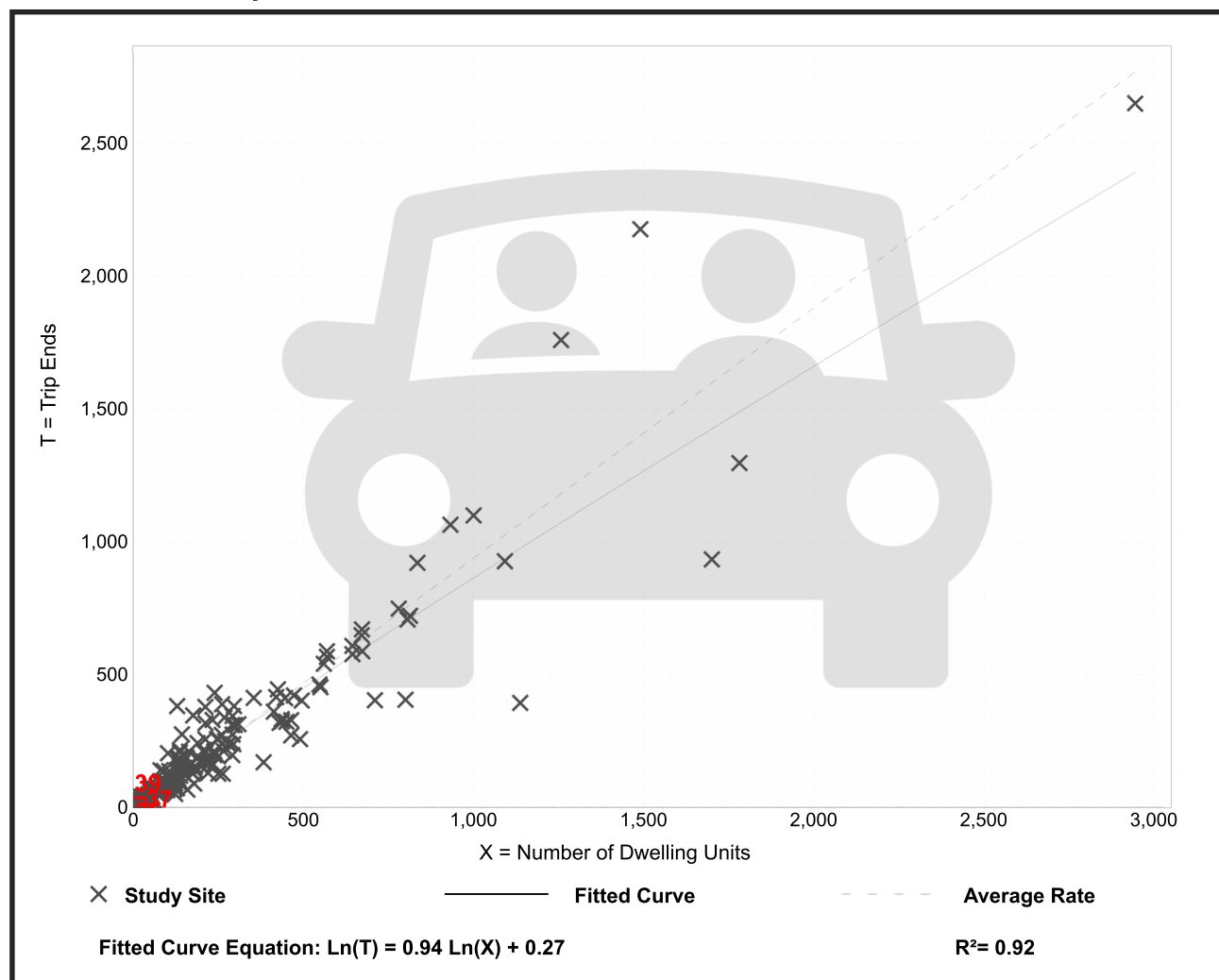
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Cruzan Block
Single-Family Detached Housing

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 192

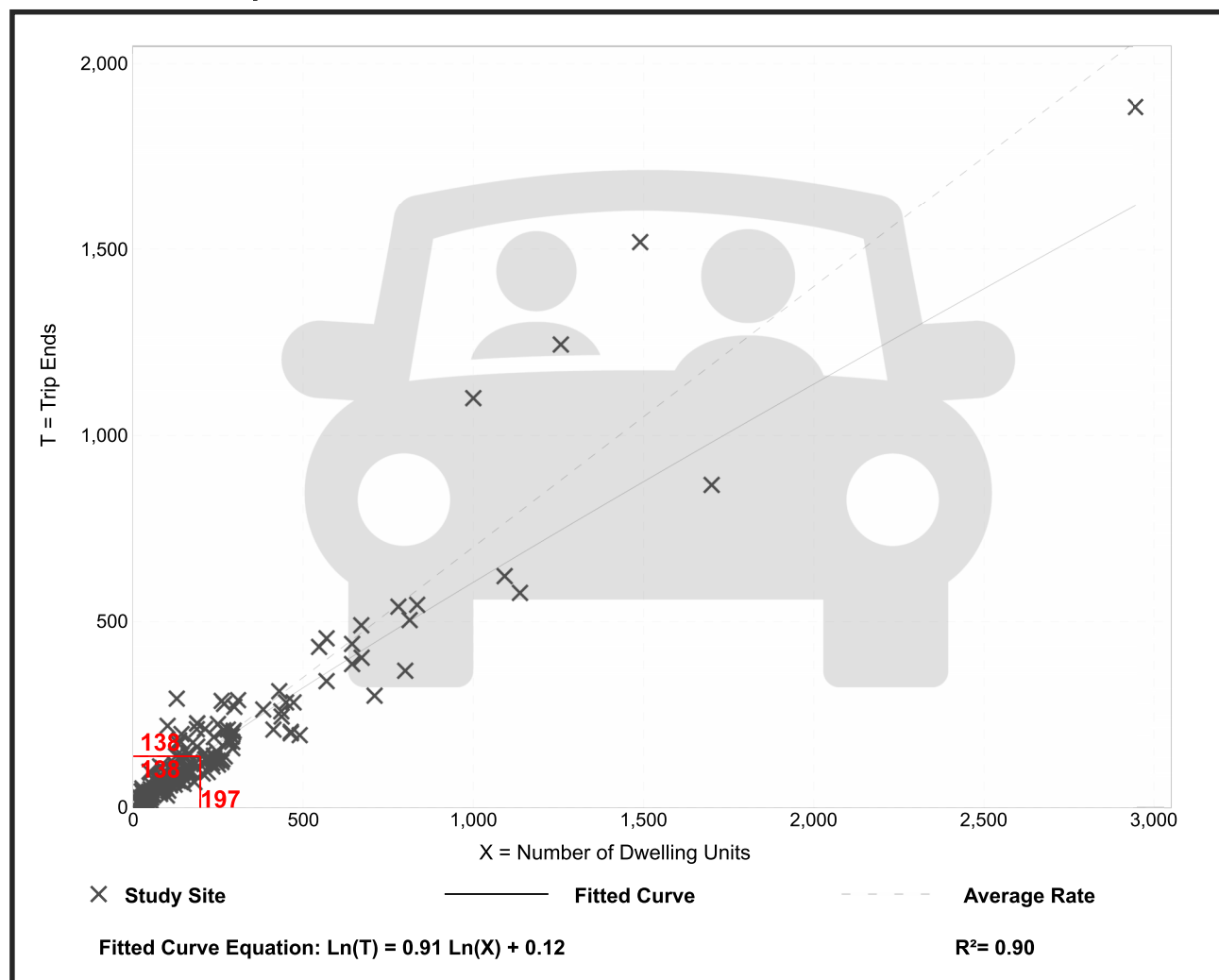
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

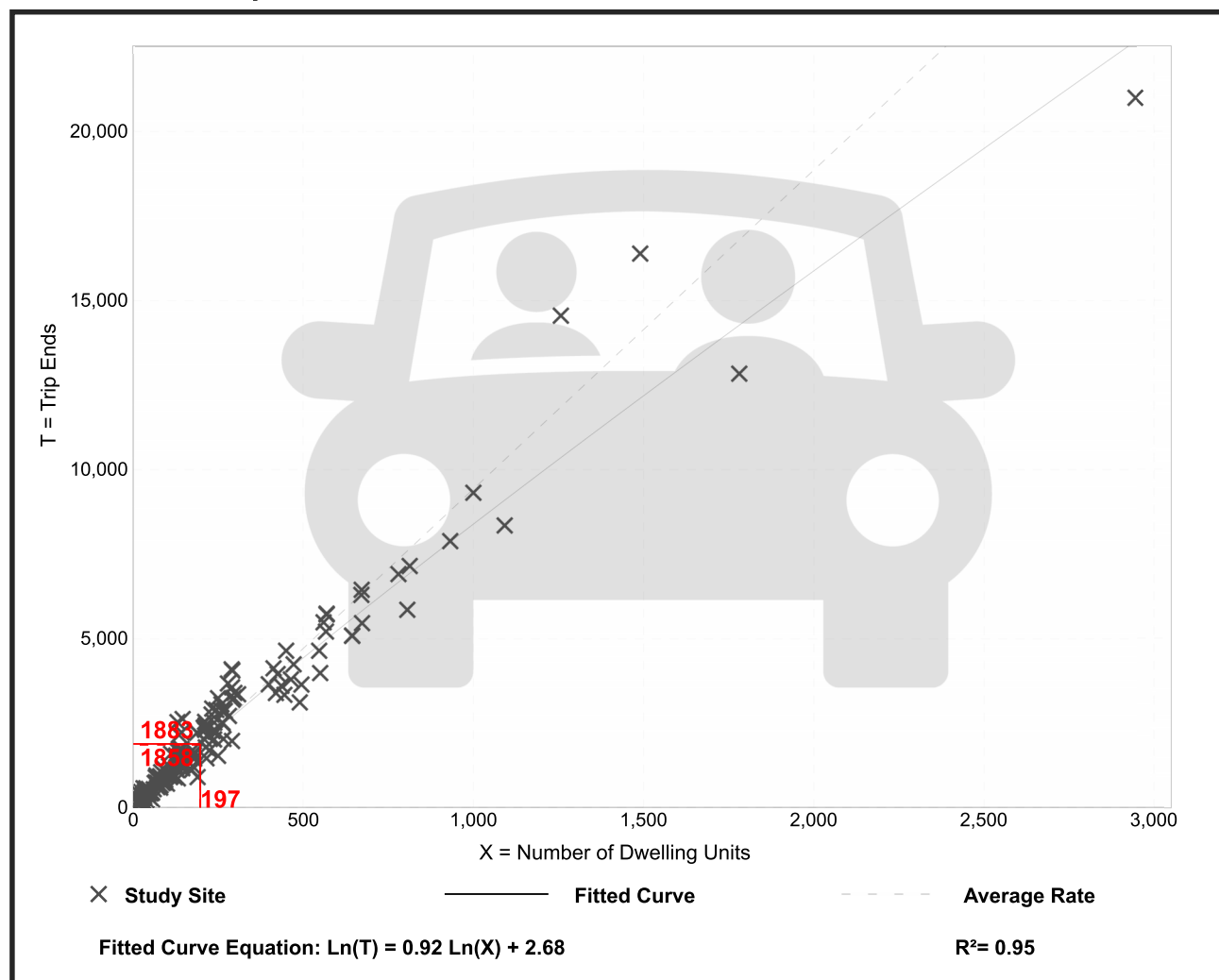
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

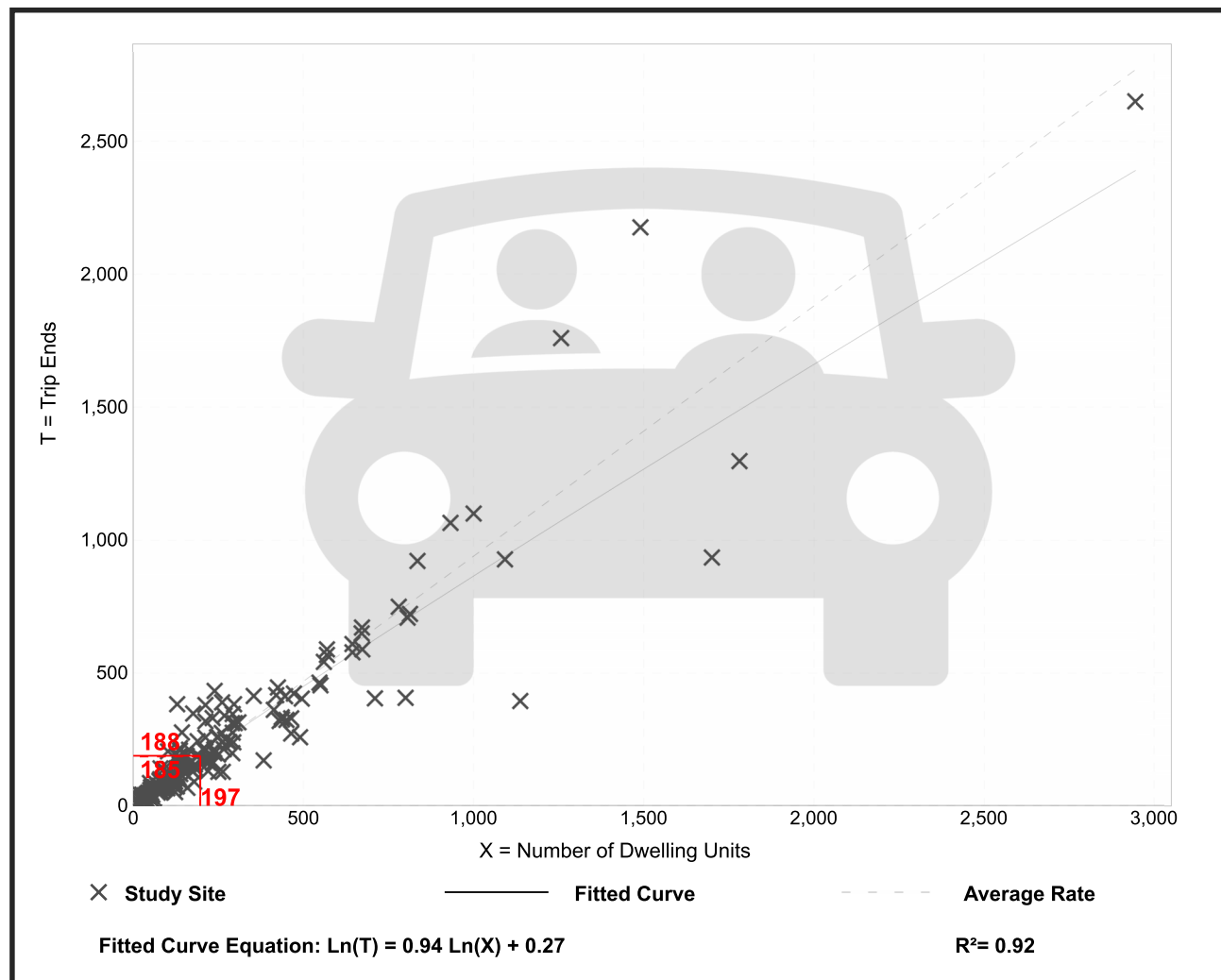
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



JAVCA Block F1
Multi-Family Housing (Low Rise)

Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

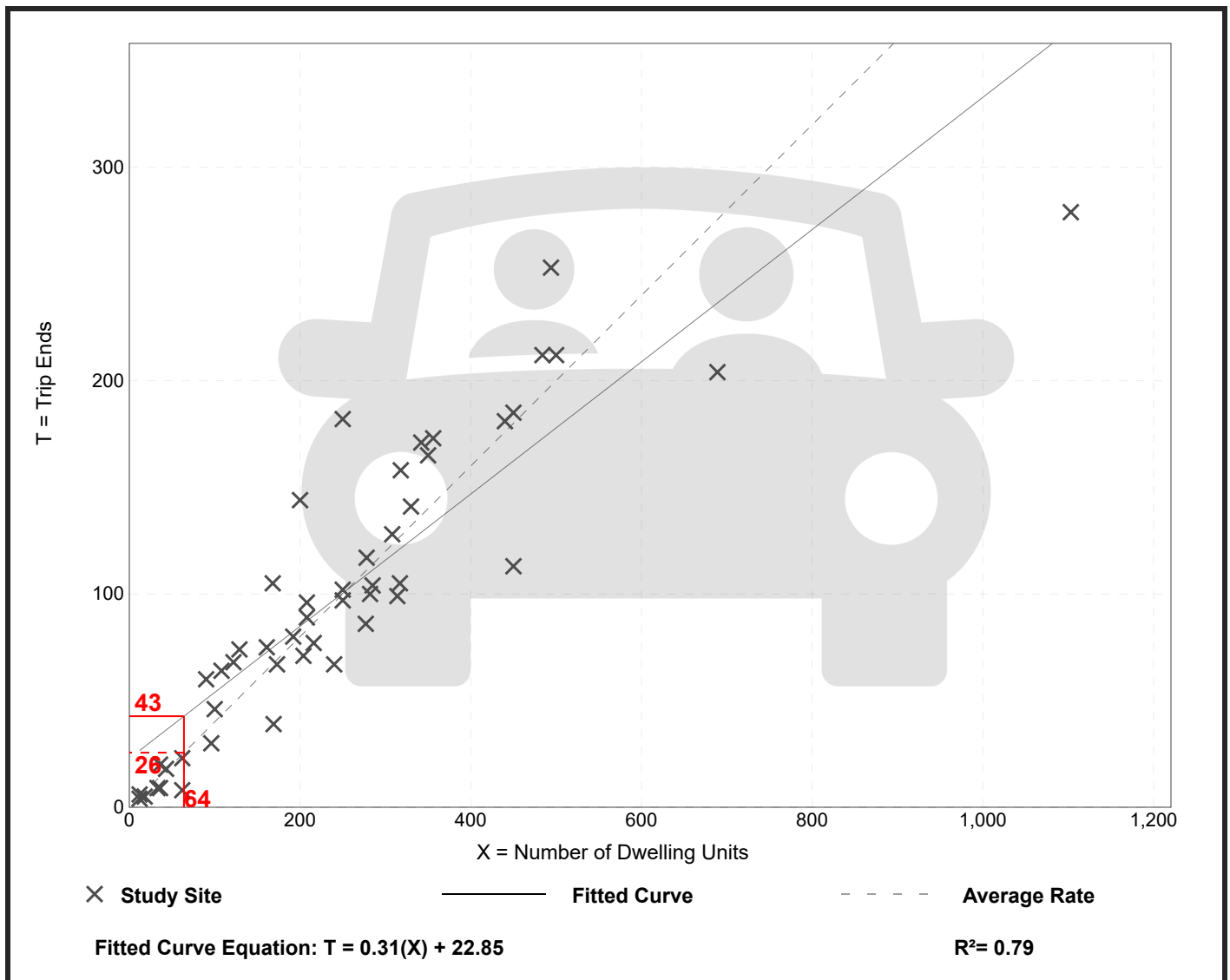
Avg. Num. of Dwelling Units: 249

Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

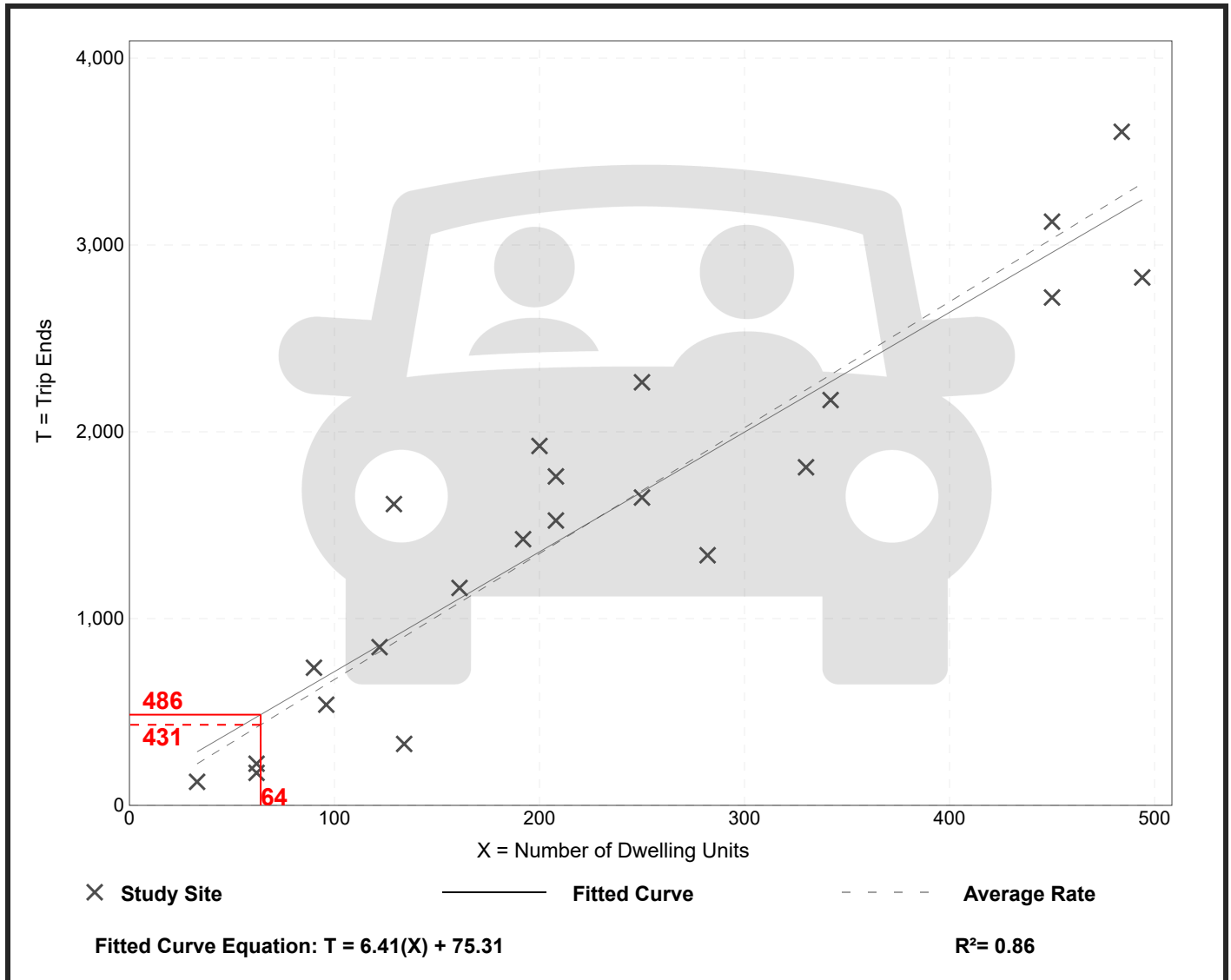
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

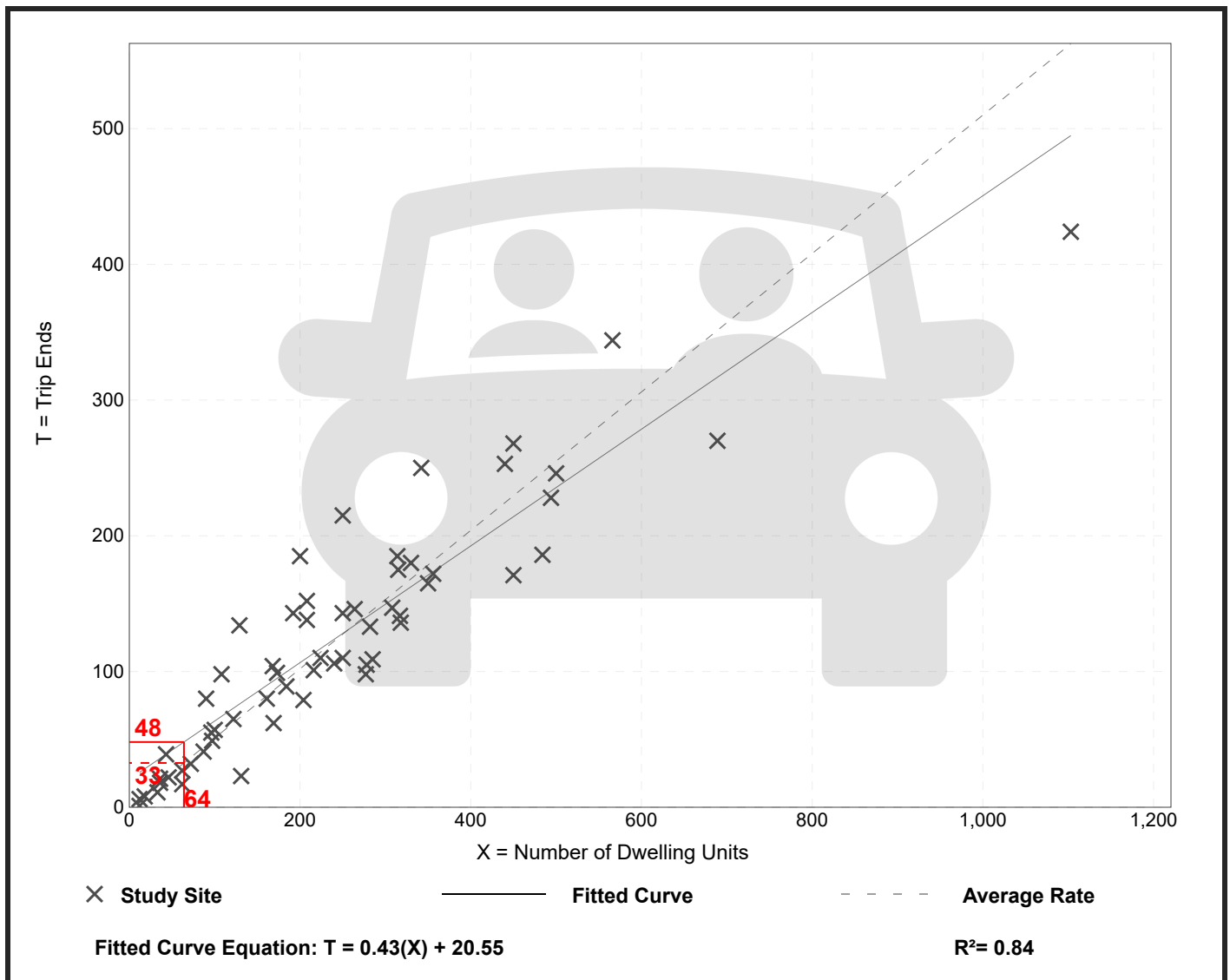
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



JAVCA Block F2
Single-Family Attached Housing

Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

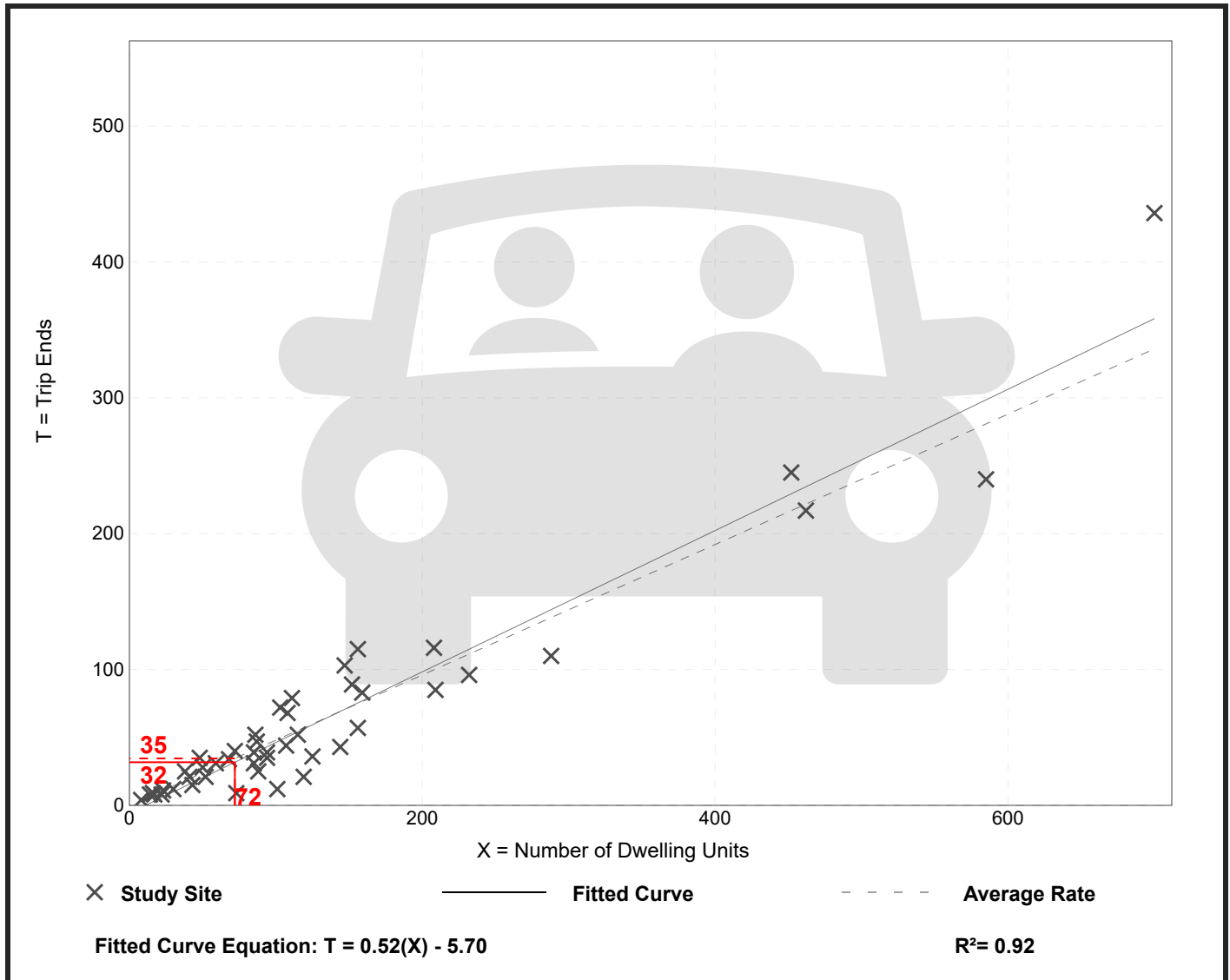
Avg. Num. of Dwelling Units: 135

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



Single-Family Attached Housing (215)

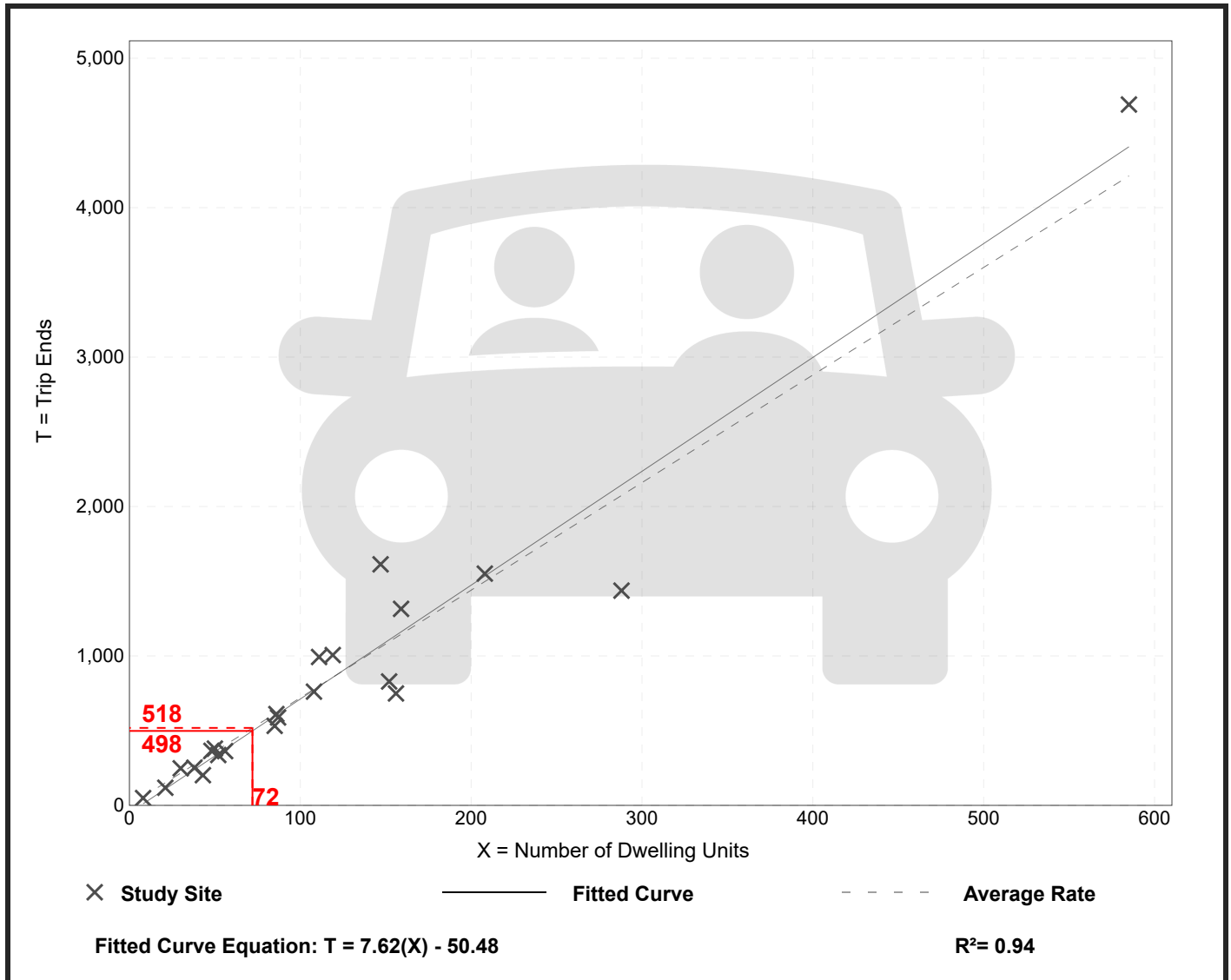
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

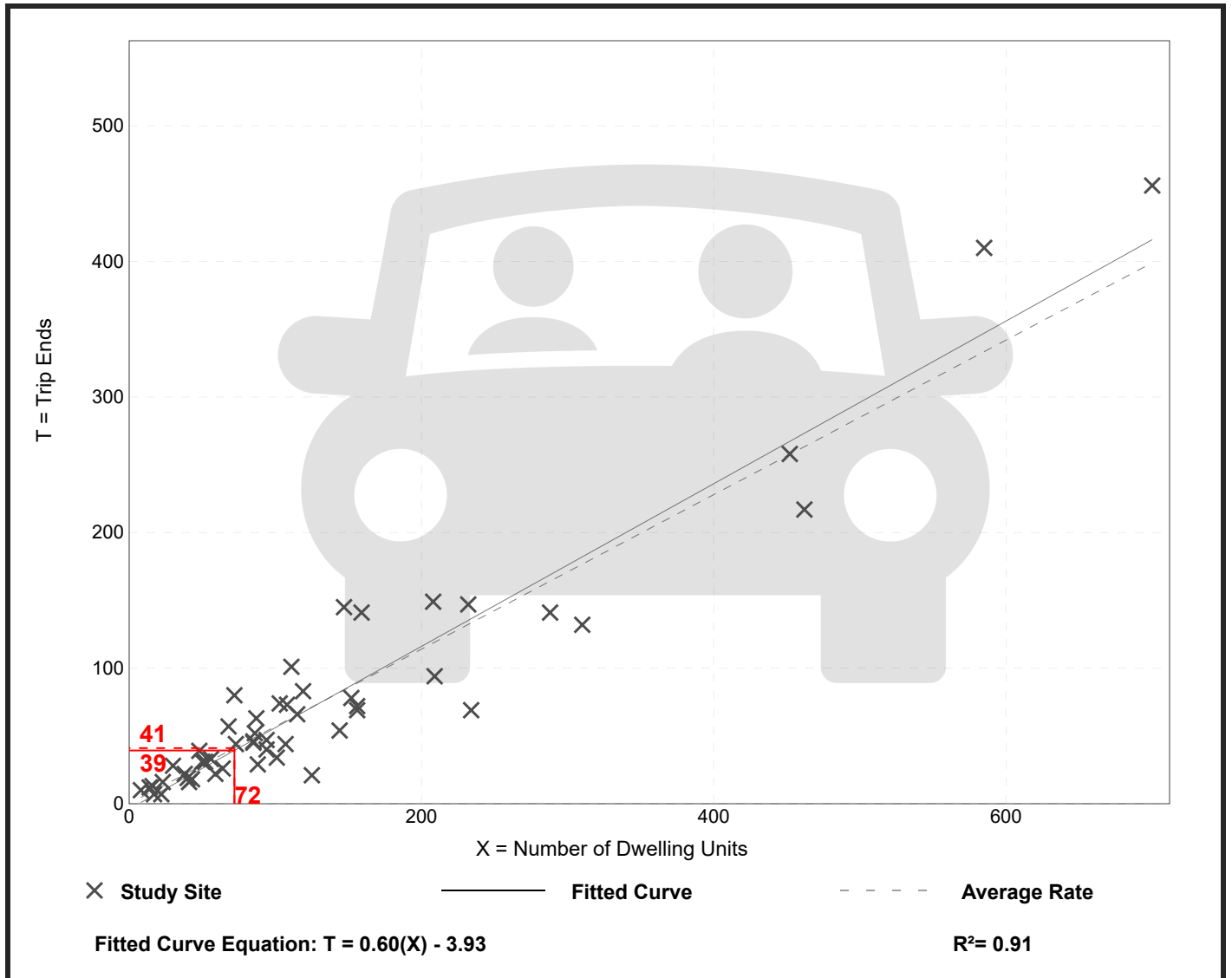
Avg. Num. of Dwelling Units: 136

Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Internal Capture Reduction

SUBJECT: INTERNAL TIP GENERATION

Opening Day

AM Internal Trips	Enter	Exit	PM Internal Trips	Enter	Exit
Retail	5	4	Retail	12	22
Restaurant	7	3	Restaurant	12	10
Residential	3	8	Residential	17	9

AM External	Enter	Exit	PM External	Enter	Exit
Retail	19	14	Retail	42	32
Restaurant	19	19	Restaurant	16	7
Residential	95	288	Residential	293	174
Total	133	321	Total	351	213

Percentage	Enter	Exit	Percentage	Enter	Exit
Block A Residential	12%	13%	Block A Residential	12%	11%
Block B Residential	10%	10%	Block B Residential	9%	9%
Block B Residential	4%	4%	Block B Residential	4%	4%
Block C Residential	19%	20%	Block C Residential	20%	20%
Retail	50%	50%	Retail	50%	50%
Retail	50%	50%	Retail	50%	50%
Restaurant	100%	100%	Restaurant	100%	100%
Block E Residential	10%	10%	Block E Residential	9%	9%
Block E Residential	8%	7%	Block E Residential	8%	8%
Cruzan Residential	36%	35%	Cruzan Residential	38%	38%

AM External	Enter	Exit	PM External	Enter	Exit
Block A Residential	12	37	Block A Residential	34	20
Block B Residential	10	30	Block B Residential	27	16
Block B Residential	4	12	Block B Residential	10	8
Block C Residential	18	57	Block C Residential	58	34
Retail	10	7	Retail	21	16
Retail	9	7	Retail	21	16
Restaurant	19	19	Restaurant	16	7
Block E Residential	10	30	Block E Residential	27	16
Block E Residential	7	22	Block E Residential	25	13
Cruzan- Residential	3	10	Cruzan Residential	11	10
Total	133	321	Total	351	213



Internal Capture Between Retail, Restaurant, Office, and Residential

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	206th and Hague	Organization:	EMCS, Inc		
Project Location:	Noblesville, IN	Performed By:	TGG		
Scenario Description:	Opening Day	Date:	5/2/2024		
Analysis Year:	2025	Checked By:	LAM		
Analysis Period:	AM Street Peak Hour	Date:	5/3/2024		

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				42	24	18
Restaurant				48	26	22
Cinema/Entertainment				0		
Residential				394	98	296
Hotel				0		
All Other Land Uses ²				0		
				484	148	336

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	0		2	0	2	0
Restaurant	0	2		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	5	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	484	148	336
Internal Capture Percentage	6%	10%	4%
External Vehicle-Trips ⁵	454	133	321
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	21%	22%
Restaurant	27%	14%
Cinema/Entertainment	N/A	N/A
Residential	3%	3%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	206th and Hague
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	24	24	1.00	18	18
Restaurant	1.00	26	26	1.00	22	22
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	98	98	1.00	296	296
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	5		2	0	3	0
Restaurant	7	3		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	6	3	59	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		8	6	0	0	0
Retail	0		13	0	2	0
Restaurant	0	2		0	5	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	5	0		0
Hotel	0	1	2	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	5	19	24	19	0	0
Restaurant	7	19	26	19	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	95	98	95	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	4	14	18	14	0	0
Restaurant	3	19	22	19	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	288	296	288	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
²Person-Trips
³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool					
Project Name:	206th and Hague	Organization:	EMCS, Inc		
Project Location:	Noblesville, IN	Performed By:	TGG		
Scenario Description:	Opening Day	Date:	5/2/2024		
Analysis Year:	2025	Checked By:	LAM		
Analysis Period:	PM Street Peak Hour	Date:	5/3/2024		

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				108	54	54
Restaurant				45	28	17
Cinema/Entertainment				0		
Residential				493	310	183
Hotel				0		
All Other Land Uses ²				0		
				646	392	254

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		8	0	14	0
Restaurant	0	7		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	4	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	646	392	254
Internal Capture Percentage	13%	10%	16%
External Vehicle-Trips ⁵	564	351	213
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	22%	41%
Restaurant	43%	59%
Cinema/Entertainment	N/A	N/A
Residential	5%	5%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	206th and Hague
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	54	54	1.00	54	54
Restaurant	1.00	28	28	1.00	17	17
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	310	310	1.00	183	183
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		16	2	14	3
Restaurant	1	7		1	3	1
Cinema/Entertainment	0	0	0		0	0
Residential	7	77	38	0		5
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		4	1	0	12	0
Retail	0		8	0	143	0
Restaurant	0	27		0	50	0
Cinema/Entertainment	0	2	1		12	0
Residential	0	5	4	0		0
Hotel	0	1	1	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	12	42	54	42	0	0
Restaurant	12	16	28	16	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	17	293	310	293	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	22	32	54	32	0	0
Restaurant	10	7	17	7	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	174	183	174	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development

Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

Pass-By Rates

Assignment & Distribution

Site Generated Trips

Distribution



Assignment

Vistro Assignment Reports

AM Peak

Vistro File: Y:\...\5711-206th and Hague.vistro
 Report File: Y:\...\Opening Day- AM Peak.pdf

Scenario 1 AM Peak
 7/25/2024

Fair Share Volumes

Intersection 1: Hague & Carrigan							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
15: Block A	6	4	1	0	0	2	13
16: Block B1	5	3	1	0	0	1	10
17: Block B2	2	1	0	0	0	1	4
18: Block C	8	6	2	0	0	3	19
19: Block D1	1	1	1	0	0	1	4
20: Block D2	1	0	1	0	0	0	2
21: Block D3	2	1	1	0	0	2	6
22: Block E1	5	3	1	0	0	1	10
23: Block E2	3	3	1	0	0	1	8
24: Cruzan Block	15	10	4	0	0	5	34
25: Block F	4	3	1	0	0	1	9
26: Block F2	4	3	1	0	0	1	9
Site-Generated Trips	56	38	15	0	0	19	
Future Total Volume	56	38	15	0	0	19	

Intersection 2: 206th & Hague							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
15: Block A	3	2	0	8	6	0	19
16: Block B1	5	0	5	12	0	2	24
17: Block B2	1	0	2	5	0	1	9
18: Block C	4	3	0	13	10	0	30
19: Block D1	2	0	2	1	0	2	7
20: Block D2	3	0	1	2	0	2	8
21: Block D3	5	0	2	5	0	3	15
22: Block E1	3	2	0	0	10	4	19
23: Block E2	2	2	1	0	8	2	15
24: Cruzan Block	13	0	5	5	11	13	47
25: Block F	7	12	0	1	4	0	24
26: Block F2	7	9	0	2	4	0	22
Site-Generated Trips	55	30	18	54	53	29	
Future Total Volume	55	30	18	54	53	29	

Intersection 3: 196th & Hague													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	0	4	0	2	12	0	0	0	0	0	0	1	19
16: Block B1	0	4	0	2	10	0	0	0	0	0	0	1	17
17: Block B2	0	1	0	1	4	0	0	0	0	0	0	0	6
18: Block C	0	6	0	3	19	0	0	0	0	0	0	1	29
19: Block D1	0	1	0	1	0	0	0	0	0	0	0	1	3
20: Block D2	0	2	0	0	2	0	0	0	0	0	0	1	5
21: Block D3	0	4	0	1	4	0	0	0	0	0	0	1	10
22: Block E1	0	4	0	0	10	0	0	0	0	0	0	1	15
23: Block E2	0	3	0	0	8	0	0	0	0	0	0	0	11
24: Cruzan Block	0	12	0	5	37	0	0	0	0	0	0	2	55
25: Block F	0	4	0	2	12	0	0	0	0	0	0	1	19
26: Block F2	0	3	0	2	8	0	0	0	0	0	0	1	13
Site-Generated Trips	0	46	0	19	126	0	0	0	0	0	0	11	
Future Total Volume	0	46	0	19	126	0	0	0	0	0	0	11	

Intersection 4: 196th & James							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
15: Block A	2	0	0	2	1	1	6
16: Block B1	2	0	0	2	1	1	6
17: Block B2	1	0	0	1	0	0	2
18: Block C	3	0	0	3	1	1	9
19: Block D1	1	0	0	1	1	1	4
20: Block D2	0	0	0	0	1	1	2
21: Block D3	1	0	0	1	1	1	4
22: Block E1	3	0	0	0	1	1	5
23: Block E2	0	0	0	0	0	0	0
24: Cruzan Block	5	0	0	5	2	2	14
25: Block F	2	0	0	2	1	1	6
26: Block F2	2	0	0	2	1	1	6
Site-Generated Trips	22	0	0	19	11	11	
Future Total Volume	22	0	0	19	11	11	

Intersection 5: 206th & James													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	1	0	0	0	0	0	0	11	2	0	3	0	17
16: Block B1	1	0	0	0	0	0	0	9	2	0	3	0	15
17: Block B2	0	0	0	0	0	0	0	4	1	0	1	0	6
18: Block C	1	0	0	0	0	0	0	16	3	0	5	0	25
19: Block D1	1	0	0	0	0	0	0	2	1	0	2	0	6
20: Block D2	1	0	0	0	0	0	0	1	0	0	1	0	3
21: Block D3	1	0	0	0	0	0	0	4	1	0	3	0	9
22: Block E1	1	0	0	0	0	0	0	9	3	0	2	0	15
23: Block E2	0	0	0	0	0	0	0	6	0	0	2	0	8
24: Cruzan Block	2	0	0	0	0	0	0	30	5	0	10	0	47
25: Block F	1	0	0	0	0	0	0	10	2	0	3	0	16
26: Block F2	1	0	0	0	0	0	0	7	2	0	3	0	13
Site-Generated Trips	11	0	0	0	0	0	0	109	22	0	38	0	
Future Total Volume	11	0	0	0	0	0	0	109	22	0	38	0	

Intersection 6: Hague Road & Proposed Access C													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	0	4	0	2	1	0	0	0	0	8	0	6	21
16: Block B1	0	0	6	2	0	0	0	0	0	16	0	8	32
17: Block B2	0	0	2	1	0	0	0	0	0	7	0	3	13
18: Block C	0	7	1	5	0	0	0	0	0	13	0	7	33
19: Block D1	0	0	3	2	0	0	0	0	0	2	0	2	9
20: Block D2	0	0	4	1	0	0	0	0	0	3	0	1	9
21: Block D3	0	0	4	3	0	0	0	0	0	6	0	3	16
22: Block E1	0	7	0	0	2	0	0	0	0	0	0	0	10
23: Block E2	0	3	0	1	1	0	0	0	0	0	0	3	8
24: Cruzan Block	0	25	0	0	9	0	0	0	0	0	0	0	34
25: Block F	0	8	0	0	1	0	0	0	0	0	0	0	8
26: Block F2	0	7	0	0	2	0	0	0	0	0	0	0	9
Site-Generated Trips	0	61	20	17	16	0	0	0	0	55	0	32	
Future Total Volume	0	61	20	17	16	0	0	0	0	55	0	32	

Intersection 7: Hague Road & Proposed Access B												
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
15: Block A	0	0	3	1	8	0	0	0	0	0	4	16
16: Block B1	0	6	0	0	16	0	0	0	0	0	0	22
17: Block B2	0	2	0	0	7	0	0	0	0	0	0	9
18: Block C	0	1	3	0	13	0	0	0	0	0	7	24
19: Block D1	0	4	0	0	2	0	0	0	0	0	0	6
20: Block D2	0	3	0	0	3	0	0	0	0	0	0	6
21: Block D3	0	4	3	0	6	0	0	0	0	0	0	13
22: Block E1	0	4	3	3	0	0	0	0	0	0	3	13
23: Block E2	0	2	2	1	1	0	0	0	0	0	2	8
24: Cruzan Block	0	25	0	0	9	0	0	0	0	0	0	34
25: Block F	0	7	0	0	1	0	0	0	0	0	0	8
26: Block F2	0	7	0	0	2	0	0	0	0	0	0	9
Site-Generated Trips	0	65	14	5	68	0	0	0	0	0	16	
Future Total Volume	0	65	14	5	68	0	0	0	0	0	16	

Intersection 8: Hague Road & Proposed Access A													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	0	5	0	0	14	0	0	0	0	0	0	0	19
16: Block B1	0	5	0	0	12	0	0	0	0	0	0	0	17
17: Block B2	0	1	0	0	5	0	0	0	0	0	0	0	6
18: Block C	0	7	0	0	22	0	0	0	0	0	0	0	29
19: Block D1	0	2	0	0	1	0	0	0	0	0	0	0	3
20: Block D2	0	3	0	0	2	0	0	0	0	0	0	0	5
21: Block D3	0	5	0	0	5	0	0	0	0	0	0	0	10
22: Block E1	0	5	0	0	10	0	0	0	0	0	0	0	15
23: Block E2	0	3	0	0	8	0	0	0	0	0	0	0	11
24: Cruzan Block	0	0	13	5	11	0	0	0	0	31	0	13	73
25: Block F	5	0	0	0	0	5	20	0	14	0	0	0	44
26: Block F2	3	0	0	0	0	6	16	0	10	0	0	0	36
Site-Generated Trips	8	36	13	5	90	11	37	0	24	31	0	13	
Future Total Volume	8	36	13	5	90	11	37	0	24	31	0	13	

Intersection 9: 206th Street & Proposed Access D													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	0	0	0	13	0	6	2	0	0	0	0	5	26
16: Block B1	0	0	0	6	0	0	0	5	0	0	2	2	15
17: Block B2	0	0	0	3	0	0	0	2	0	0	1		7
18: Block C	0	0	0	19	0	10	3	0	0	0	0	6	38
19: Block D1	0	0	0	1	0	0	0	2	0	0	2	1	6
20: Block D2	0	0	0	0	0	0	0	1	0	0	2	1	3
21: Block D3	0	0	0	2	0	0	0	2	0	0	3	1	8
22: Block E1	0	0	0	12	0	14	2	0	0	0	0	4	31
23: Block E2	0	0	0	6	0	10	2	0	0	0	0	2	20
24: Cruzan Block	24	0	35	0	0	0	0	0	5	12	0	0	76
25: Block F	0	0	0	0	0	0	0	12	0	0	4	0	16
26: Block F2	0	0	0	0	0	0	0	10	0	0	4	0	14
Site-Generated Trips	24	0	35	62	0	40	9	34	5	12	18	21	
Future Total Volume	24	0	35	62	0	40	9	34	5	12	18	21	

PM Peak

Vistro File: Y:\...\5711-206th and Hague.vistro
 Report File: Y:\...\Opening Day- PM Peak.pdf

Scenario 2 2 PM Peak
 7/25/2024

Fair Share Volumes

Intersection 1: Hague & Carrigan							
Zone ID: Name	Northbound		Southbound		Eastbound		Total
	Left	Thru	Thru	Right	Left	Right	
15: Block A	3	2	3	0	0	5	13
16: Block B1	2	2	3	0	0	4	11
17: Block B2	1	1	1	0	0	2	5
18: Block C	5	3	6	0	0	7	21
19: Block D1	2	1	1	0	0	2	6
20: Block D2	2	1	1	0	0	2	6
21: Block D3	1	0	1	0	0	1	3
22: Block E1	2	2	3	0	0	4	11
23: Block E2	2	1	5	0	0	3	11
24: Cruzan Block	11	7	12	0	0	18	48
25: Block F	3	2	1	0	0	4	10
26: Block F2	3	2	2	0	0	4	11
Site-Generated Trips	37	24	39	0	0	56	
Future Total Volume	37	24	39	0	0	56	

Intersection 2: 206th & Hague							
Zone ID: Name	Northbound		Southbound		Westbound		Total
	Thru	Right	Left	Thru	Left	Right	
15: Block A	9	5	0	4	3	0	21
16: Block B1	11	0	3	6	0	4	24
17: Block B2	4	0	1	3	0	2	10
18: Block C	13	10	0	8	6	0	37
19: Block D1	6	0	1	4	0	2	13
20: Block D2	6	0	1	4	0	2	13
21: Block D3	4	0	0	2	0	3	9
22: Block E1	6	5	0	0	5	2	18
23: Block E2	4	4	2	0	5	1	16
24: Cruzan Block	9	0	15	15	7	9	55
25: Block F	5	6	0	6	11	0	28
26: Block F2	5	6	0	6	8	0	25
Site-Generated Trips	82	36	23	58	45	25	
Future Total Volume	82	36	23	58	45	25	

Intersection 3: 196th & Hague													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	0	12	0	1	6	0	0	0	0	0	0	2	21
16: Block B1	0	9	0	1	5	0	0	0	0	0	0	2	17
17: Block B2	0	3	0	1	1	0	0	0	0	0	0	1	6
18: Block C	0	20	0	2	12	0	0	0	0	0	0	3	37
19: Block D1	0	5	0	1	3	0	0	0	0	0	0	1	10
20: Block D2	0	5	0	1	3	0	0	0	0	0	0	1	10
21: Block D3	0	3	0	0	2	0	0	0	0	0	0	1	6
22: Block E1	0	9	0	0	5	0	0	0	0	0	0	2	16
23: Block E2	0	8	0	0	5	0	0	0	0	0	0	0	13
24: Cruzan Block	0	41	0	4	24	0	0	0	0	0	0	6	75
25: Block F	0	11	0	1	6	0	0	0	0	0	0	2	20
26: Block F2	0	9	0	1	5	0	0	0	0	0	0	1	16
Site-Generated Trips	0	135	0	13	77	0	0	0	0	0	0	22	
Future Total Volume	0	135	0	13	77	0	0	0	0	0	0	22	

Intersection 4: 196th & James							
Zone ID: Name	Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Thru	Thru	Right	
15: Block A	1	0	0	1	2	2	6
16: Block B1	1	0	0	1	2	2	6
17: Block B2	1	0	0	1	1	1	4
18: Block C	2	0	0	2	3	3	10
19: Block D1	1	0	0	1	1	1	4
20: Block D2	1	0	0	1	1	1	4
21: Block D3	0	0	0	0	1	1	2
22: Block E1	2	0	0	0	2	2	6
23: Block E2	0	0	0	0	0	0	0
24: Cruzan Block	4	0	0	4	6	6	20
25: Block F	1	0	0	1	2	2	6
26: Block F2	1	0	0	1	1	1	4
Site-Generated Trips	15	0	0	13	22	22	
Future Total Volume	15	0	0	13	22	22	

Intersection 5: 206th & James													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	2	0	0	0	0	0	0	6	1	0	10	0	19
16: Block B1	2	0	0	0	0	0	0	4	1	0	10	0	17
17: Block B2	1	0	0	0	0	0	0	2	1	0	3	0	7
18: Block C	3	0	0	0	0	0	0	9	2	0	17	0	31
19: Block D1	1	0	0	0	0	0	0	3	1	0	4	0	9
20: Block D2	1	0	0	0	0	0	0	3	1	0	4	0	9
21: Block D3	1	0	0	0	0	0	0	1	0	0	3	0	5
22: Block E1	2	0	0	0	0	0	0	5	2	0	6	0	15
23: Block E2	0	0	0	0	0	0	0	5	0	0	7	0	12
24: Cruzan Block	6	0	0	0	0	0	0	21	4	0	35	0	66
25: Block F	2	0	0	0	0	0	0	5	1	0	9	0	17
26: Block F2	1	0	0	0	0	0	0	5	1	0	7	0	14
Site-Generated Trips	22	0	0	0	0	0	0	69	15	0	115	0	
Future Total Volume	22	0	0	0	0	0	0	69	15	0	115	0	

Intersection 6: Hague Road & Proposed Access C													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	0	2	0	5	3	0	0	0	0	4	0	3	17
16: Block B1	0	0	15	7	0	0	0	0	0	9	0	4	35
17: Block B2	0	0	5	3	0	0	0	0	0	3	0	2	13
18: Block C	0	4	3	13	0	0	0	0	0	8	0	4	32
19: Block D1	0	0	7	3	0	0	0	0	0	5	0	3	18
20: Block D2	0	0	7	3	0	0	0	0	0	5	0	3	18
21: Block D3	0	0	3	2	0	0	0	0	0	2	0	1	8
22: Block E1	0	4	0	0	7	0	0	0	0	0	0	0	11
23: Block E2	0	2	0	5	3	0	0	0	0	0	0	1	11
24: Cruzan Block	0	18	0	0	30	0	0	0	0	0	0	0	48
25: Block F	0	5	0	0	6	0	0	0	0	0	0	0	11
26: Block F2	0	5	0	0	6	0	0	0	0	0	0	0	11
Site-Generated Trips	0	40	40	41	55	0	0	0	0	36	0	21	
Future Total Volume	0	40	40	41	55	0	0	0	0	36	0	21	

Intersection 7: Hague Road & Proposed Access B												
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound		Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru	Right	
15: Block A	0	0	9	3	4	0	0	0	0	0	2	18
16: Block B1	0	15	0	0	9	0	0	0	0	0	0	24
17: Block B2	0	5	0	0	3	0	0	0	0	0	0	8
18: Block C	0	3	10	0	8	0	0	0	0	0	4	25
19: Block D1	0	7	0	0	5	0	0	0	0	0	0	12
20: Block D2	0	7	0	0	5	0	0	0	0	0	0	12
21: Block D3	0	3	3	0	2	0	0	0	0	0	0	8
22: Block E1	0	2	6	7	0	0	0	0	0	0	2	17
23: Block E2	0	1	4	1	2	0	0	0	0	0	1	9
24: Cruzan Block	0	18	0	0	30	0	0	0	0	0	0	48
25: Block F	0	5	0	0	6	0	0	0	0	0	0	11
26: Block F2	0	5	0	0	6	0	0	0	0	0	0	11
Site-Generated Trips	0	71	32	11	80	0	0	0	0	0	9	
Future Total Volume	0	71	32	11	80	0	0	0	0	0	9	

Intersection 8: Hague Road & Proposed Access A													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	0	14	0	0	7	0	0	0	0	0	0	0	21
16: Block B1	0	11	0	0	6	0	0	0	0	0	0	0	17
17: Block B2	0	4	0	0	2	0	0	0	0	0	0	0	6
18: Block C	0	23	0	0	14	0	0	0	0	0	0	0	37
19: Block D1	0	6	0	0	4	0	0	0	0	0	0	0	10
20: Block D2	0	6	0	0	4	0	0	0	0	0	0	0	10
21: Block D3	0	4	0	0	2	0	0	0	0	0	0	0	6
22: Block E1	0	11	0	0	5	0	0	0	0	0	0	0	16
23: Block E2	0	8	0	0	5	0	0	0	0	0	0	0	13
24: Cruzan Block	0	0	47	15	7	0	0	0	0	20	0	9	98
25: Block F	13	0	0	0	0	17	11	0	7	0	0	0	48
26: Block F2	10	0	0	0	0	14	11	0	6	0	0	0	40
Site-Generated Trips	22	87	47	15	56	31	22	0	13	20	0	9	
Future Total Volume	22	87	47	15	56	31	22	0	13	20	0	9	

Intersection 9: 206th Street & Proposed Access D													
Zone ID: Name	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15: Block A	0	0	0	7	0	3	5	0	0	0	0	12	27
16: Block B1	0	0	0	3	0	0	0	3	0	0	4	8	18
17: Block B2	0	0	0	2	0	0	0	1	0	0	2	2	7
18: Block C	0	0	0	11	0	6	10	0	0	0	0	20	47
19: Block D1	0	0	0	2	0	0	0	1	0	0	2	3	8
20: Block D2	0	0	0	2	0	0	0	1	0	0	2	3	8
21: Block D3	0	0	0	1	0	0	0	0	0	0	3	1	5
22: Block E1	0	0	0	7	0	7	5	0	0	0	0	8	27
23: Block E2	0	0	0	5	0	6	6	0	0	0	0	7	24
24: Cruzan Block	16	0	25	0	0	0	0	0	15	41	0	0	97
25: Block F	0	0	0	0	0	0	0	6	0	0	11	0	17
26: Block F2	0	0	0	0	0	0	0	6	0	0	8	0	14
Site-Generated Trips	16	0	25	40	0	22	26	18	15	41	32	64	
Future Total Volume	16	0	25	40	0	22	26	18	15	41	32	64	

Site Generated Trips Illustrated

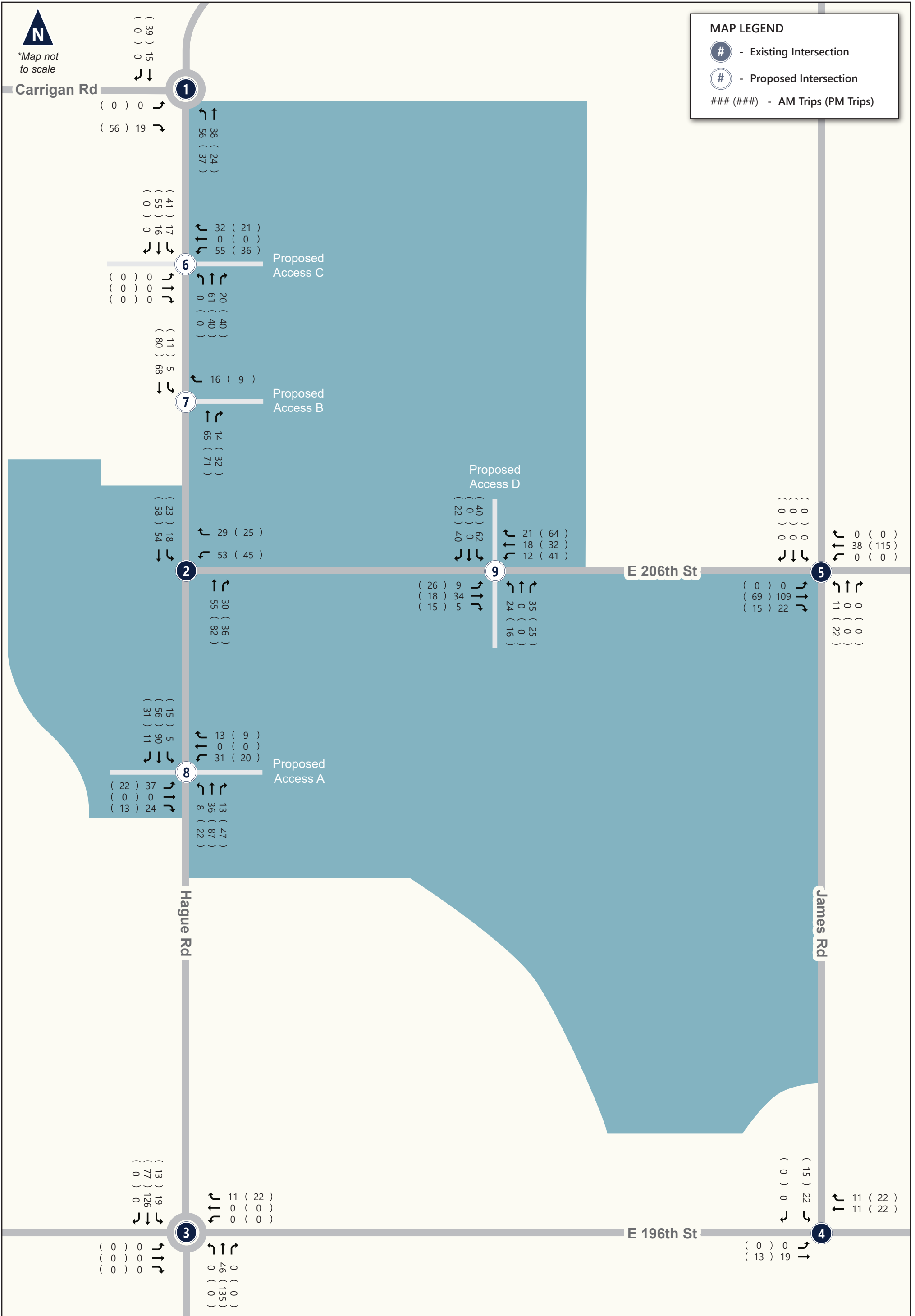


Figure 10: Site Generated Added Trips

Pass-By Trips

SUBJECT: PASS BY TRIPS

1. Hague Road & Carrigan Road

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %	-5%		5%				-10%	-5%			9%	-9%	AM Enter 16
AM Exit %							25%	7%					AM Exit 14
AM Enter	-1	0	1	0	0	0	-2	-1	0	0	1	-1	PM Enter 23
AM Exit	0	0	0	0	0	0	4	1	0	0	0	0	PM Exit 15
PM Enter %	-12%		12%				-18%	-13%			7%	-7%	
PM Exit %							34%	27%					
PM Enter	-3	0	3	0	0	0	-4	-3	0	0	2	-2	
PM Exit	0	0	0	0	0	0	5	4	0	0	0	0	

1. Hague Road & Carrigan Road

AM Total	-1	0	1	0	0	0	2	0	0	0	1	-1	
PM Total	-3	0	3	0	0	0	1	1	0	0	2	-2	

2. Hague Road & 206th Street

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %				-6%		-3%		-4%	4%		-37%		AM Enter 16
AM Exit %				14%		5%				30%	8%		AM Exit 14
AM Enter	0	0	0	-1	0	0	0	-1	1	0	-6	0	PM Enter 23
AM Exit	0	0	0	2	0	1	0	0	0	4	1	0	PM Exit 15
PM Enter %				-9%		-3%		-8%	8%		-20%		
PM Exit %				5%		6%				14%	10%		
PM Enter	0	0	0	-2	0	-1	0	-2	2	0	-5	0	
PM Exit	0	0	0	1	0	1	0	0	0	2	2	0	

2. Hague Road & 206th Street

AM Total	0	0	0	1	0	1	0	-1	1	4	-5	0	
PM Total	0	0	0	-1	0	0	0	-2	2	2	-3	0	

3. Hague Road & 196th Street

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %											-43%		AM Enter 16
AM Exit %											22%		AM Exit 14
AM Enter	0	0	0	0	0	0	0	0	0	0	-7	0	PM Enter 23
AM Exit	0	0	0	0	0	0	0	0	0	0	3	0	PM Exit 15
PM Enter %											-29%		
PM Exit %											15%		
PM Enter	0	0	0	0	0	0	0	0	0	0	-7	0	
PM Exit	0	0	0	0	0	0	0	0	0	0	2	0	

3. Hague Road & 196th Street

AM Total	0	0	0	0	0	0	0	0	0	0	-4	0	
PM Total	0	0	0	0	0	0	0	0	0	0	-5	0	

SUBJECT: PASS BY TRIPS

4. 196th Street & James Road

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %													AM Enter 16
AM Exit %													AM Exit 14
AM Enter	0	0	0	0	0	0	0	0	0	0	0	0	PM Enter 23
AM Exit	0	0	0	0	0	0	0	0	0	0	0	0	PM Exit 15
PM Enter %													
PM Exit %													
PM Enter	0	0	0	0	0	0	0	0	0	0	0	0	
PM Exit	0	0	0	0	0	0	0	0	0	0	0	0	

4. 196th Street & James Road

AM Total	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Total	0	0	0	0	0	0	0	0	0	0	0	0	0

5. 206th Street & James Road

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %		-6%											AM Enter 16
AM Exit %		46%											AM Exit 14
AM Enter	0	-1	0	0	0	0	0	0	0	0	0	0	PM Enter 23
AM Exit	0	6	0	0	0	0	0	0	0	0	0	0	PM Exit 15
PM Enter %		-7%											
PM Exit %		24%											
PM Enter	0	-2	0	0	0	0	0	0	0	0	0	0	
PM Exit	0	4	0	0	0	0	0	0	0	0	0	0	

5. 206th Street & James Road

AM Total	0	5	0	0	0	0	0	0	0	0	0	0	0
PM Total	0	2	0	0	0	0	0	0	0	0	0	0	0

6. Hague Road & Proposed Access 3

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %								-15%	2%	42%	-29%		AM Enter 16
AM Exit %				38%		10%		22%					AM Exit 14
AM Enter	0	0	0	0	0	0	0	-2	0	7	-5	0	PM Enter 23
AM Exit	0	0	0	5	0	2	0	3	0	0	0	0	PM Exit 15
PM Enter %								-31%	6%	27%	-9%		
PM Exit %				24%		30%		31%					
PM Enter	0	0	0	0	0	0	0	-7	1	6	-2	0	
PM Exit	0	0	0	4	0	4	0	5	0	0	0	0	

6. Hague Road & Proposed Access 3

AM Total	0	0	0	5	0	2	0	1	0	7	-5	0	
PM Total	0	0	0	4	0	4	0	-2	1	6	-2	0	

SUBJECT: PASS BY TRIPS

7. Hague Road & Proposed Access 2

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %								-11%	6%	31%	-37%		AM Enter 16
AM Exit %						17%		5%			38%		AM Exit 14
AM Enter	0	0	0	0	0	0	0	-2	1	5	-6	0	PM Enter 23
AM Exit	0	0	0	0	0	2	0	1	0	0	5	0	PM Exit 15
PM Enter %								-19%	14%	26%	-20%		
PM Exit %						25%		6%			24%		
PM Enter	0	0	0	0	0	0	0	-4	3	6	-5	0	
PM Exit	0	0	0	0	0	3	0	1	0	0	4	0	
AM Total	0	0	0	0	0	2	0	-1	1	5	-1	0	
PM Total	0	0	0	0	0	3	0	-3	3	6	-1	0	

7. Hague Road & Proposed Access 2

8. Hague Road & Proposed Access 1

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %											-43%		AM Enter 16
AM Exit %											22%		AM Exit 14
AM Enter	0	0	0	0	0	0	0	0	0	0	-7	0	PM Enter 23
AM Exit	0	0	0	0	0	0	0	0	0	0	3	0	PM Exit 15
PM Enter %											-29%		
PM Exit %											15%		
PM Enter	0	0	0	0	0	0	0	0	0	0	-7	0	
PM Exit	0	0	0	0	0	0	0	0	0	0	2	0	
AM Total	0	0	0	0	0	0	0	0	0	0	-4	0	
PM Total	0	0	0	0	0	0	0	0	0	0	-5	0	

8. Hague Road & Proposed Access 1

9. 206th Street & Proposed Access 4

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Pass-By Volume
Retail/Restaurant													
AM Enter %	10%	-6%			-9%	9%							AM Enter 16
AM Exit %		30%								16%		19%	AM Exit 14
AM Enter	2	-1	0	0	-1	1	0	0	0	0	0	0	PM Enter 23
AM Exit	0	4	0	0	0	0	0	0	0	2	0	3	PM Exit 15
PM Enter %	15%	-7%			-12%	12%							
PM Exit %		14%								10%		11%	
PM Enter	4	-2	0	0	-3	3	0	0	0	0	0	0	
PM Exit	0	2	0	0	0	0	0	0	0	2	0	2	
AM Total	2	3	0	0	-1	1	0	0	0	2	0	3	
PM Total	4	0	0	0	-3	3	0	0	0	2	0	2	

9. 206th Street & Proposed Access 4



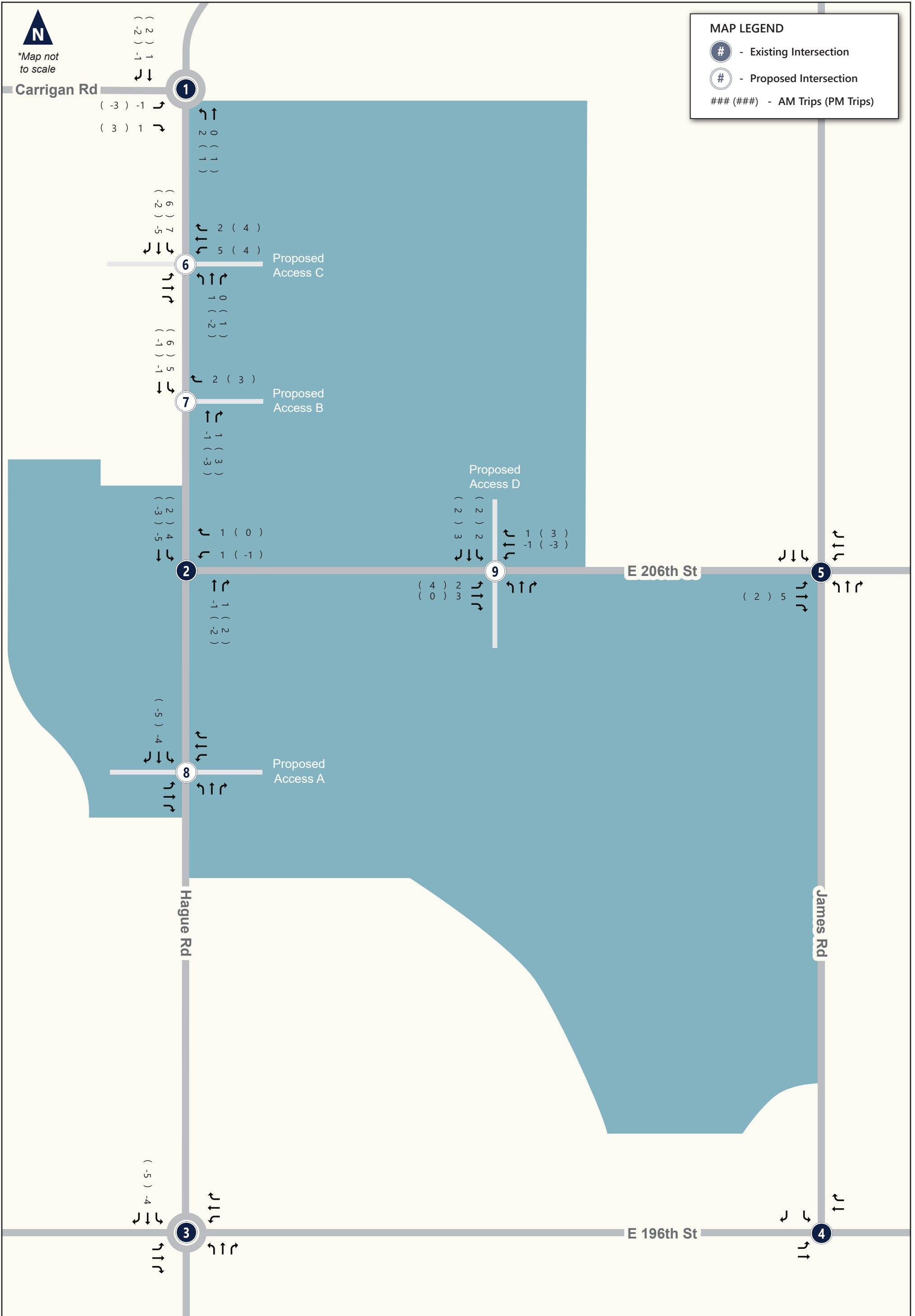


Figure 11: Pass By Added Trips

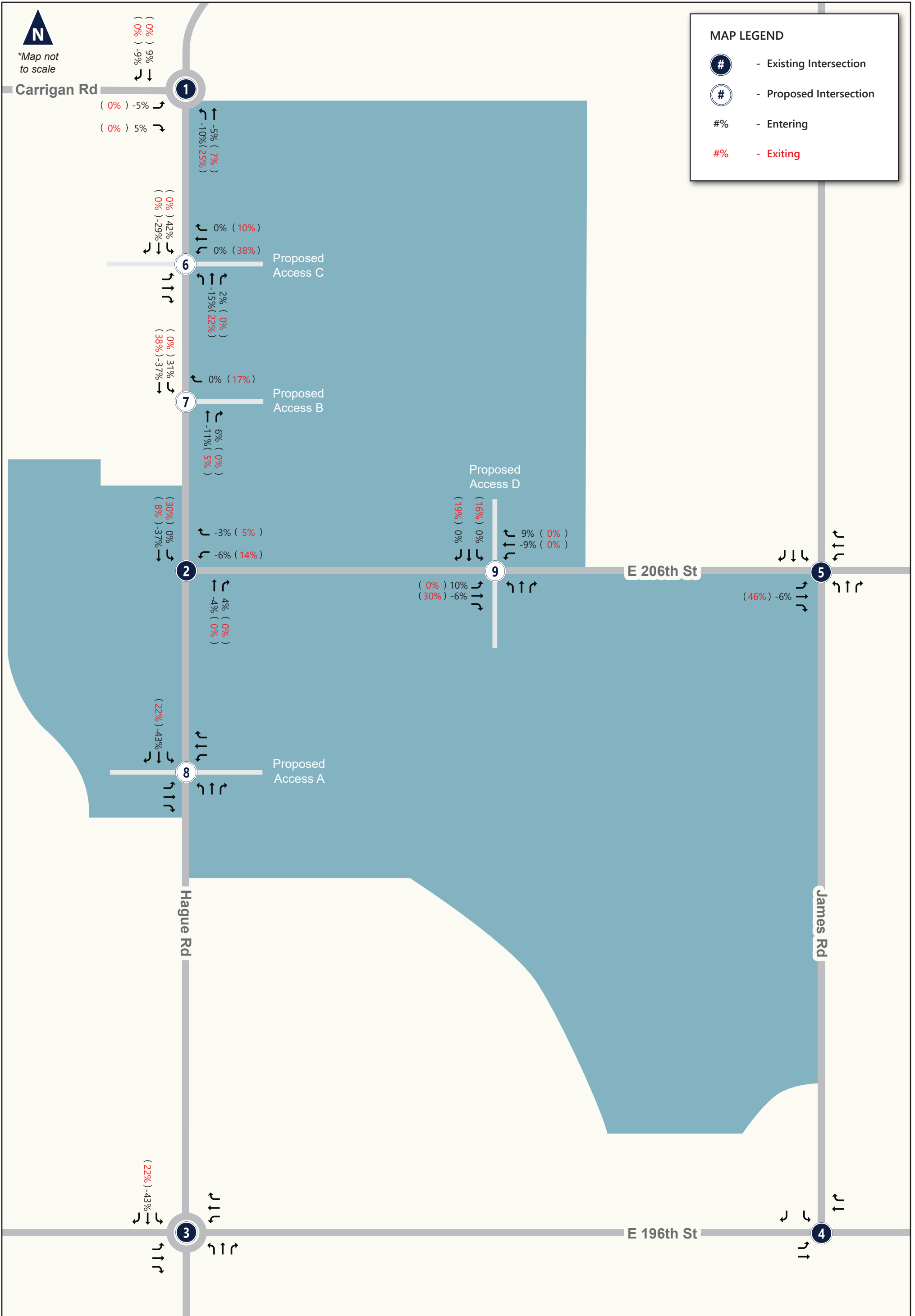


Figure 12: Pass By Distribution Percentages AM

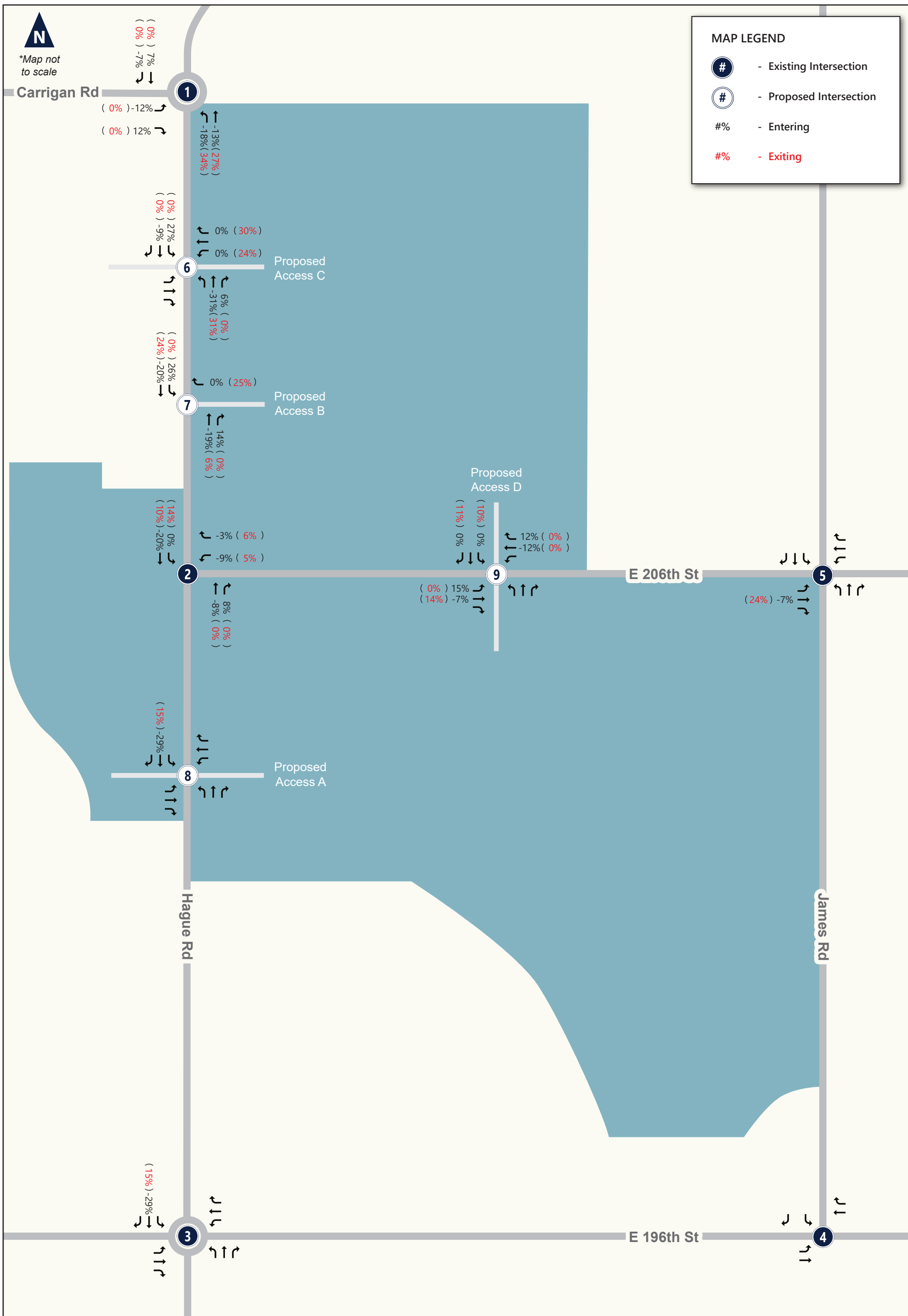


Figure 13: Pass By Distribution Percentages PM

Traffic Forecast

Summary

AM Peak

SUBJECT: TRAFFIC FORECAST AM PEAK

1. Hague Road & Carrigan Road

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Existing 2022	68	-	415	-	-	-	91	22	-	-	99	102	0 growth % for opening day
Scenario 1- Opening Day Background 2024	68	-	415	-	-	-	91	22	-	-	99	102	0.005 growth % for horizon year
Site Generated Trips	0	-	19	-	-	-	56	38	-	-	15	0	2022 base year
Pass-by Trips	-1	-	1	-	-	-	2	0	-	-	1	-1	2024 1 opening day growth rate
Scenario 2 - Opening Day with Development	67	-	435	-	-	-	149	60	-	-	115	101	2034 1.05 horizon year growth rate
Scenario 3 - Horizon Year Background 2034	71	-	436	-	-	-	96	23	-	-	104	107	
Scenario 4 - Horizon Year with Development	70	-	456	-	-	-	154	61	-	-	120	106	
HV%	3%	-	2%	-	-	-	7%	7%	-	-	3%	1%	
PHF	0.85	-	0.85	-	-	-	0.75	0.75	-	-	0.79	0.79	

2. Hague Road & 206th Street

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	-	-	-	29	-	81	-	66	29	336	234	-
Scenario 1- Opening Day Background 2024	-	-	-	29	-	81	-	66	29	336	234	-
Site Generated Trips	-	-	-	53	-	29	-	55	30	18	54	-
Pass-by Trips	-	-	-	1	-	1	-	-1	1	4	-5	-
Scenario 2 - Opening Day with Development	-	-	-	83	-	111	-	120	60	358	283	-
Scenario 3 - Horizon Year Background 2034	-	-	-	30	-	85	-	69	30	353	246	-
Scenario 4 - Horizon Year with Development	-	-	-	84	-	115	-	123	61	375	295	-
HV%	-	-	-	6%	-	6%	-	8%	11%	6%	6%	-
PHF	-	-	-	0.83	-	0.83	-	0.80	0.80	0.85	0.85	-

3. Hague Road & 196th Street

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	4	34	15	117	2	67	6	189	53	62	222	0
Scenario 1- Opening Day Background 2024	4	34	15	117	2	67	6	189	53	62	222	0
Site Generated Trips	0	0	0	0	0	11	0	46	0	19	126	0
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	-4	0
Scenario 2 - Opening Day with Development	4	34	15	117	2	78	6	235	53	81	344	0
Scenario 3 - Horizon Year Background 2034	4	36	16	123	2	70	6	198	56	65	233	0
Scenario 4 - Horizon Year with Development	4	36	16	123	2	81	6	244	56	84	355	0
HV%	6%	3%	0%	4%	8%	16%	0%	9%	4%	23%	12%	0%
PHF	0.59	0.59	0.59	0.80	0.80	0.80	0.78	0.78	0.78	0.80	0.80	0.80

4. 196th Street & James Road

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	1	176	-	-	205	6	-	-	-	15	-	10
Scenario 1- Opening Day Background 2024	1	176	-	-	205	6	-	-	-	15	-	10
Site Generated Trips	0	19	-	-	11	11	-	-	-	22	-	0
Pass-by Trips	0	0	-	-	0	0	-	-	-	0	-	0
Scenario 2 - Opening Day with Development	1	195	-	-	216	17	-	-	-	37	-	10
Scenario 3 - Horizon Year Background 2034	1	185	-	-	215	6	-	-	-	16	-	11
Scenario 4 - Horizon Year with Development	1	204	-	-	226	17	-	-	-	38	-	11
HV%	0%	4%	-	-	9%	0%	-	-	-	0%	-	0%
PHF	0.83	0.83	-	-	0.80	0.80	-	-	-	0.62	-	0.62

SUBJECT: TRAFFIC FORECAST AM PEAK

5. 206th Street & James Road

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	0	385	0	5	98	0	0	0	1	0	0	0
Scenario 1- Opening Day Background 2024	0	385	0	5	98	0	0	0	1	0	0	0
Site Generated Trips	0	109	22	0	38	0	11	0	0	0	0	0
Pass-by Trips	0	5	0	0	0	0	0	0	0	0	0	0
Scenario 2 - Opening Day with Development	0	499	22	5	136	0	11	0	1	0	0	0
Scenario 3 - Horizon Year Background 2034	0	404	0	5	103	0	0	0	1	0	0	0
Scenario 4 - Horizon Year with Development	0	518	22	5	141	0	11	0	1	0	0	0
HV%	0%	3%	0%	14%	6%	0%	0%	0%	0%	0%	0%	0%
PHF	0.90	0.90	0.90	0.78	0.78	0.78	0.25	0.25	0.25	0.00*	0.00*	0.00*

*PHF of 0.90 used in analysis

6. Hague Road & Proposed Access C

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	5	0	5	0	0	0	5	113	0	0	570	5
Scenario 1- Opening Day Background 2024	5	0	5	0	0	0	5	113	0	0	570	5
Site Generated Trips	0	0	0	55	0	32	0	61	20	17	16	0
Pass-by Trips	0	0	0	5	0	2	0	1	0	7	-5	0
Scenario 2 - Opening Day with Development	5	0	5	60	0	34	5	175	20	24	581	5
Scenario 3 - Horizon Year Background 2034	5	0	5	0	0	0	5	119	0	0	599	5
Scenario 4 - Horizon Year with Development	5	0	5	60	0	34	5	181	20	24	610	5
HV%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	6%	2%
PHF	0.90	0.90	0.90	0.90	0.9	0.90	0.62	0.62	0.62	0.85	0.85	0.85

7. Hague Road & Proposed Access B

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	-	-	-	-	-	0	-	113	0	0	570	-
Scenario 1- Opening Day Background 2024	-	-	-	-	-	0	-	113	0	0	570	-
Site Generated Trips	-	-	-	-	-	16	-	65	14	5	68	-
Pass-by Trips	-	-	-	-	-	2	-	-1	1	5	-1	-
Scenario 2 - Opening Day with Development	-	-	-	-	-	18	-	177	15	10	637	-
Scenario 3 - Horizon Year Background 2034	-	-	-	-	-	0	-	119	0	0	599	-
Scenario 4 - Horizon Year with Development	-	-	-	-	-	18	-	183	15	10	666	-
HV%	-	-	-	-	-	2%	-	7%	2%	2%	6%	-
PHF	-	-	-	-	-	0.90	-	0.61	0.61	0.85	0.85	-

8. Hague Road & Proposed Access A

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	0	0	0	0	0	0	0	95	0	0	263	0
Scenario 1- Opening Day Background 2024	0	0	0	0	0	0	0	95	0	0	263	0
Site Generated Trips	37	0	24	31	0	13	8	36	13	5	90	11
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	-4	0
Scenario 2 - Opening Day with Development	37	0	24	31	0	13	8	131	13	5	349	11
Scenario 3 - Horizon Year Background 2034	0	0	0	0	0	0	0	100	0	0	276	0
Scenario 4 - Horizon Year with Development	37	0	24	31	0	13	8	136	13	5	362	11
HV%	2%	2%	2%	2%	2%	2%	2%	9%	2%	2%	6%	2%
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.80	0.80	0.80	0.84	0.84	0.84

SUBJECT: TRAFFIC FORECAST AM PEAK

9. 206th Street & Proposed Access D

AM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	0	365	0	0	98	0	0	0	0	0	0	0
Scenario 1- Opening Day Background 2024	0	365	0	0	98	0	0	0	0	0	0	0
Site Generated Trips	9	34	5	12	18	21	24	0	35	62	0	40
Pass-by Trips	2	3	0	0	-1	1	0	0	0	2	0	3
Scenario 2 - Opening Day with Development	11	402	5	12	115	22	24	0	35	64	0	43
Scenario 3 - Horizon Year Background 2034	0	383	0	0	103	0	0	0	0	0	0	0
Scenario 4 - Horizon Year with Development	11	420	5	12	120	22	24	0	35	64	0	43
HV%	2%	7%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
PHF	0.85	0.85	0.85	0.79	0.79	0.79	0.9	0.9	0.9	0.9	0.9	0.90

PM Peak

SUBJECT: TRAFFIC FORECAST PM PEAK

1. Hague Road & Carrigan Road

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Existing 2022	143	-	327	-	-	-	442	155	-	-	88	90	0 growth % for opening day
Scenario 1- Opening Day Background 2024	143	-	327	-	-	-	442	155	-	-	88	90	0.005 growth % for horizon year
Site Generated Trips	0	-	56	-	-	-	37	24	-	-	39	0	2022 base year
Pass-by Trips	-3	-	3	-	-	-	1	1	-	-	2	-2	2024 1 opening day growth rate
Scenario 2 - Opening Day with Development	140	-	386	-	-	-	480	180	-	-	129	88	2034 1.05 horizon year growth rate
Scenario 3 - Horizon Year Background 2034	150	-	343	-	-	-	464	163	-	-	92	95	
Scenario 4 - Horizon Year with Development	147	-	402	-	-	-	502	188	-	-	133	93	
HV%	0%	-	2%	-	-	-	0%	1%	-	-	0%	0%	
PHF	0.85	-	0.85	-	-	-	0.89	0.89	-	-	0.83	0.83	

2. Hague Road & 206th Street

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	-	-	-	55	-	345	-	389	124	282	235	-
Scenario 1- Opening Day Background 2024	-	-	-	55	-	345	-	389	124	282	235	-
Site Generated Trips	-	-	-	45	-	25	-	82	36	23	58	-
Pass-by Trips	-	-	-	-1	-	0	-	-2	2	2	-3	-
Scenario 2 - Opening Day with Development	-	-	-	99	-	370	-	469	162	307	290	-
Scenario 3 - Horizon Year Background 2034	-	-	-	58	-	362	-	408	130	296	247	-
Scenario 4 - Horizon Year with Development	-	-	-	102	-	387	-	488	168	321	302	-
HV%	-	-	-	3%	-	0%	-	0%	3%	1%	0%	-
PHF	-	-	-	0.81	-	0.81	-	0.88	0.88	0.85	0.85	-

3. Hague Road & 196th Street

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	12	30	18	135	39	81	31	576	135	118	288	11
Scenario 1- Opening Day Background 2024	12	30	18	135	39	81	31	576	135	118	288	11
Site Generated Trips	0	0	0	0	0	22	0	135	0	13	77	0
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	-5	0
Scenario 2 - Opening Day with Development	12	30	18	135	39	103	31	711	135	131	360	11
Scenario 3 - Horizon Year Background 2034	13	32	19	142	41	85	33	605	142	124	302	12
Scenario 4 - Horizon Year with Development	13	32	19	142	41	107	33	740	142	137	374	12
HV%	0%	0%	0%	4%	0%	53.8%*	0%	7%	1%	3%	1%	0%
PHF	0.77	0.77	0.77	0.84	0.84	0.84	0.84	0.84	0.84	0.87	0.87	0.87

* HV% of 2% used in analysis

4. 196th Street & James Road

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	17	309	-	-	297	9	-	-	-	14	-	17
Scenario 1- Opening Day Background 2024	17	309	-	-	297	9	-	-	-	14	-	17
Site Generated Trips	0	13	-	-	22	22	-	-	-	15	-	0
Pass-by Trips	0	0	-	-	0	0	-	-	-	0	-	0
Scenario 2 - Opening Day with Development	17	322	-	-	319	31	-	-	-	29	-	17
Scenario 3 - Horizon Year Background 2034	18	324	-	-	312	9	-	-	-	15	-	18
Scenario 4 - Horizon Year with Development	18	337	-	-	334	31	-	-	-	30	-	18
HV%	0%	2%	-	-	20%	0%	-	-	-	0%	-	0%
PHF	0.83	0.83	-	-	0.86	0.86	-	-	-	0.78	-	0.78

SUBJECT: TRAFFIC FORECAST PM PEAK

5. 206th Street & James Road

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	0	401	6	8	387	1	8	0	4	1	0	0
Scenario 1- Opening Day Background 2024	0	401	6	8	387	1	8	0	4	1	0	0
Site Generated Trips	0	69	15	0	115	0	22	0	0	0	0	0
Pass-by Trips	0	2	0	0	0	0	0	0	0	0	0	0
Scenario 2 - Opening Day with Development	0	472	21	8	502	1	30	0	4	1	0	0
Scenario 3 - Horizon Year Background 2034	0	421	6	8	406	1	8	0	4	1	0	0
Scenario 4 - Horizon Year with Development	0	492	21	8	521	1	30	0	4	1	0	0
HV%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PHF	0.90	0.9	0.9	0.83	0.83	0.83	0.67	0.67	0.67	0.25	0.25	0.25

6. Hague Road & Proposed Access C

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	5	0	5	0	0	0	5	597	0	0	415	5
Scenario 1- Opening Day Background 2024	5	0	5	0	0	0	5	597	0	0	415	5
Site Generated Trips	0	0	0	36	0	21	0	40	40	41	55	0
Pass-by Trips	0	0	0	4	0	4	0	-2	1	6	-2	0
Scenario 2 - Opening Day with Development	5	0	5	40	0	25	5	635	41	47	468	5
Scenario 3 - Horizon Year Background 2034	5	0	5	0	0	0	5	627	0	0	436	5
Scenario 4 - Horizon Year with Development	5	0	5	40	0	25	5	665	41	47	489	5
HV%	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	1%	2%
PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.88	0.88	0.88	0.82	0.82	0.82

7. Hague Road & Proposed Access B

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	-	-	-	-	-	0	-	597	0	0	415	-
Scenario 1- Opening Day Background 2024	-	-	-	-	-	0	-	597	0	0	415	-
Site Generated Trips	-	-	-	-	-	9	-	71	32	11	80	-
Pass-by Trips	-	-	-	-	-	3	-	-3	3	6	-1	-
Scenario 2 - Opening Day with Development	-	-	-	-	-	12	-	665	35	17	494	-
Scenario 3 - Horizon Year Background 2034	-	-	-	-	-	0	-	627	0	0	436	-
Scenario 4 - Horizon Year with Development	-	-	-	-	-	12	-	695	35	17	515	-
HV%	-	-	-	-	-	2%	-	1%	2%	2%	1%	-
PHF	-	-	-	-	-	0.90	-	0.88	0.88	0.82	0.82	-

8. Hague Road & Proposed Access A

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	0	0	0	0	0	0	0	513	0	0	290	0
Scenario 1- Opening Day Background 2024	0	0	0	0	0	0	0	513	0	0	290	0
Site Generated Trips	22	0	13	20	0	9	22	87	47	15	56	31
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	-5	0
Scenario 2 - Opening Day with Development	22	0	13	20	0	9	22	600	47	15	341	31
Scenario 3 - Horizon Year Background 2034	0	0	0	0	0	0	0	539	0	0	305	0
Scenario 4 - Horizon Year with Development	22	0	13	20	0	9	22	626	47	15	356	31
HV%	2%	2%	2%	0%	2%	2%	2%	1%	2%	2%	2%	2%
PHF	0.90	0.90	0.90	0.90	1	0.90	0.89	0.89	0.89	0.80	0.80	0.80

SUBJECT: TRAFFIC FORECAST PM PEAK

9. 206th Street & Proposed Access D

PM Peak	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Existing 2022	0	406	0	0	395	0	0	0	0	0	0	0
Scenario 1- Opening Day Background 2024	0	406	0	0	395	0	0	0	0	0	0	0
Site Generated Trips	26	18	15	41	32	64	16	0	25	40	0	22
Pass-by Trips	4	0	0	0	-3	3	0	0	0	2	0	2
Scenario 2 - Opening Day with Development	30	424	15	41	424	67	16	0	25	42	0	24
Scenario 3 - Horizon Year Background 2034	0	426	0	0	415	0	0	0	0	0	0	0
Scenario 4 - Horizon Year with Development	30	444	15	41	444	67	16	0	25	42	0	24
HV%	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%
PHF	0.88	0.88	0.88	0.82	0.82	0.82	0.90	0.90	0.90	0.90	0.90	0.90