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Memorandum

To: **City of Salem**

Copy: **Trent Michels, FUND**
AKS Engineering & Forestry, LLC

From: **Jennifer Danziger, PE**

Date: **July 24, 2024**

Subject: **The Cannery Transportation Impact Analysis – Addendum 1**
Trip Generation Update

RENEWS: 12/31/2025

Introduction

A Transportation Impact Analysis (TIA)[1] was prepared for The Cannery, a proposed mixed-use development located at 1105 Front Street NE in Salem, Oregon. The project consists of three new 6-story residential buildings with ground floor retail and three repurposed buildings. Since the TIA was finalized, some minor changes to the plans have increased the multifamily housing proposed on the site from 371 units to 382 units; the proposal for the three repurposed buildings on the site will remain unchanged.

This memorandum presents an update of the trip generation calculations and concludes that the change in the number of proposed apartments will not affect the conclusions of the TIA.

Trip Generation

Under the current proposal, 382 apartments are proposed in three new 6-story buildings with ground floor commercial space. The three repurposed buildings will house a mix of commercial uses that include a food hall, eating/drinking establishments, event space, a winery, and small business incubator and vendor spaces. These buildings will also include covered outdoor spaces and a flexible plaza space.

The trip generation estimates have been updated using the same assumptions and procedures described in the TIA. The updated estimates are summarized in Table 1; detailed calculations are attached to this memorandum. Note that because of the greater number residential trips, the potential for internal trips between residential and commercial development on the site will go up, which results in some small change to the number of external trips for other site uses as well.

[1] Lancaster Mobley, *The Cannery Transportation Impact Analysis*, June 3, 2024.

Table 1: Trip Generation Summary – Proposed Development

ITE Code	Intensity	Morning Peak Hour			Evening Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
221 - Multifamily Housing (Mid-Rise)	382 DU	32	109	141	91	58	149	1,734
	Internal Trips	*-3*	*-16*	*-19*	*-25*	*-18*	*-43*	*-368*
712 - Small Office Building	5.885 KSF	8	2	10	4	9	13	84
	Internal Trips	*-1*	*-1*	*-2*	*-4*	*-2*	*-6*	*-28*
822 - Strip Retail Plaza (<40k)	12.160 KSF	17	12	29	40	40	80	662
	Internal Trips	*-2*	*-3*	*-5*	*-26*	*-23*	*-49*	*-260*
	Pass-by Trips	*-1*	*-1*	*-2*	*-3*	*-3*	*-6*	*-60*
926 - Food Cart Pods	8 Carts	5	5	10	25	24	49	492
	Internal Trips	*-1*	*-1*	*-2*	*-5*	*-8*	*-13*	*-109*
	Pass-by Trips	*0*	*0*	*0*	*-4*	*-4*	*-8*	*-76*
932 - High-Turnover (Sit-Down) Restaurant	12.926 KSF	68	56	124	71	46	117	1,386
	Internal Trips	*-17*	*-3*	*-20*	*-13*	*-20*	*-33*	*-307*
	Pass-by Trips	*-5*	*-5*	*-10*	*-8*	*-8*	*-16*	*-162*
970 - Wine Tasting Room	2.925 KSF	4	2	6	11	10	21	134
	Internal Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*
975 - Drinking Place	4.309 KSF	0	0	0	32	17	49	490
	Internal Trips	*0*	*0*	*0*	*-6*	*-8*	*-14*	*-108*
Total Trips		134	186	320	274	204	478	4,982
Internal Trips		*-24*	*-24*	*-48*	*-79*	*-79*	*-158*	*-1,180*
Total External Trips		110	162	272	195	125	320	3,802
Pass-by/Diverted Trips		*-6*	*-6*	*-12*	*-15*	*-15*	*-30*	*-298*
Total Primary Trips		104	156	260	180	110	290	3,504

Notes:

1. *Internal trips calculated following the procedures in NCHRP 684.*
2. *Pass-by rates of 10% for morning, 20% for evening, and 15% for daily were applied only to external trips*

DU = dwelling units, KSF = 1,000 square feet of floor area

For the updated proposal, total external trip generation was estimated at 272 morning peak hour, 320 evening peak hour, and 3,802 daily trips. After deducting pass-by traffic, the proposed development is anticipated to generate 260 primary trips during the morning peak hour, 290 primary trips during the evening peak hour, and 3,504 primary trips each weekday.

Table 2 compares the updated trip generation estimates with the estimates presented in Table 5 of the TIA.

Table 2: Trip Generation Comparison

Trip Generation Scenario/Trip Type	Morning Peak Hour			Evening Peak Hour			Daily Trips
	In	Out	Total	In	Out	Total	
TIA Trip Generation with 371 Apartments							
Total Trips	134	182	316	271	203	474	4,932
Internal Trips	*-24*	*-24*	*-48*	*-78*	*-78*	*-156*	*-1,168*
Total External Trips	110	158	268	193	125	318	3,764
Pass-by/Diverted Trips	*-6*	*-6*	*-12*	*-15*	*-15*	*-30*	*-298*
Total Primary Trips	104	152	256	178	110	288	3,466
Updated Trip Generation with 382 Apartments							
Total Trips	134	186	320	274	204	478	4,982
Internal Trips	*-24*	*-24*	*-48*	*-79*	*-79*	*-158*	*-1,180*
Total External Trips	110	162	272	195	125	320	3,802
Pass-by/Diverted Trips	*-6*	*-6*	*-12*	*-15*	*-15*	*-30*	*-298*
Total Primary Trips	104	156	260	180	110	290	3,504
Net Difference							
Total Trips	0	4	4	3	1	4	50
Internal Trips	0	0	0	-1	-1	-2	-12
Total External Trips	0	4	4	2	0	2	38
Pass-by/Diverted Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Total Primary Trips	0	4	4	2	0	2	38

After accounting for internal trips and pass-by trips, the increase from 371 to 382 apartments is estimated to increase the primary trip generation for the proposed development by 4 morning peak hour trips, 2 evening peak hour trips, and 38 daily trips.

Operational Impacts

Table 9 of the TIA showed that all study intersections are projected to operate within standards under all analysis scenarios, except for Market Street NE/Center Access & Front Street NE. Operations on the westbound approach of Market Street NE are anticipated to exceed LOS E during the evening peak hour under 2029 buildout conditions although the approach is not expected to be over capacity.

The additional 11 apartments will have no measurable impact on the TIA conclusions. With an estimated increase of 4 morning peak hour trips, all intersections will continue to operate within standards. With a net increase of only 2 trips during the evening peak hour, no change in operations is anticipated.

Conclusions

The increase from 371 to 382 apartments will result in a nominal change in overall trip generation and will have no measurable impact on the conclusions presented in the TIA.

Attachments:
Trip Generation Estimates
Internal Trip Calculations

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use:	Multifamily Housing (Mid-Rise)
Land Use Code:	221
Land Use Subcategory:	Not Close to Rail Transit
Setting/Location	General Urban/Suburban
Variable:	Dwelling Units
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	382

AM PEAK HOUR

Trip Rate: 0.37

	Enter	Exit	Total
Directional Split	23%	77%	
Trip Ends	32	109	141

PM PEAK HOUR

Trip Rate: 0.39

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	91	58	149

WEEKDAY

Trip Rate: 4.54

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	867	867	1,734

SATURDAY

Trip Rate: 4.57

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	873	873	1,746

Source: Trip Generation Manual, 11th Edition

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use:	Small Office Building
Land Use Code:	712
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	5.885

AM PEAK HOUR

Trip Rate: 1.67

	Enter	Exit	Total
Directional Split	82%	18%	
Trip Ends	8	2	10

PM PEAK HOUR

Trip Rate: 2.16

	Enter	Exit	Total
Directional Split	34%	66%	
Trip Ends	4	9	13

WEEKDAY

Trip Rate: 14.39

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	42	42	84

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use:	Strip Retail Plaza (<40k)
Land Use Code:	822
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	12.160

AM PEAK HOUR

Trip Rate: 2.36

	Enter	Exit	Total
Directional Split	60%	40%	
Trip Ends	17	12	29

PM PEAK HOUR

Trip Rate: 6.59

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	40	40	80

WEEKDAY

Trip Rate: 54.45

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	331	331	662

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use:	Food Cart Pods
Land Use Code:	926
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	Food Carts
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	8

AM PEAK HOUR

Trip Rate: 1.232

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	5	5	10

** Assumes AM is 20% of PM.*

PM PEAK HOUR

Trip Rate: 6.16

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	25	24	49

WEEKDAY

Trip Rate: 61.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	246	246	492

** Assumes Daily is 10 x PM.*

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use:	High-Turnover (Sit-Down) Restaurant
Land Use Code:	932
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	12.926

AM PEAK HOUR

Trip Rate: 9.57

	Enter	Exit	Total
Directional Split	55%	45%	
Trip Ends	68	56	124

PM PEAK HOUR

Trip Rate: 9.05

	Enter	Exit	Total
Directional Split	61%	39%	
Trip Ends	71	46	117

WEEKDAY

Trip Rate: 107.2

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	693	693	1,386

SATURDAY

Trip Rate: 122.4

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	791	791	1,582

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use:	Wine Tasting Room
Land Use Code:	970
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	2.925

AM PEAK HOUR

Trip Rate: 2.07

	Enter	Exit	Total
Directional Split	70%	30%	
Trip Ends	4	2	6

PM PEAK HOUR

Trip Rate: 7.31

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	11	10	21

WEEKDAY

Trip Rate: 45.96

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	67	67	134

SATURDAY

Trip Rate: 203.48

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	298	298	596

TRIP GENERATION CALCULATIONS
Source: Trip Generation Manual, 11th Edition

Land Use:	Drinking Place
Land Use Code:	975
Land Use Subcategory:	All Sites
Setting/Location	General Urban/Suburban
Variable:	1000 SF GFA
Trip Type:	Vehicle
Formula Type:	Rate
Variable Quantity:	4.309

AM PEAK HOUR

Trip Rate: 0

	Enter	Exit	Total
Directional Split	0%	0%	
Trip Ends	0	0	0

PM PEAK HOUR

Trip Rate: 11.36

	Enter	Exit	Total
Directional Split	66%	34%	
Trip Ends	32	17	49

WEEKDAY

Trip Rate: 113.6

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	245	245	490

** Assumes Daily is 10 x PM.*

SATURDAY

Trip Rate: 0

	Enter	Exit	Total
Directional Split	50%	50%	
Trip Ends	NA	NA	NA

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	The Cannery		**Organization:**	Lancaster Mobley	
Project Location:	Salem, OR		**Performed By:**	JED	
Scenario Description:			**Date:**		
Analysis Year:			**Checked By:**		
Analysis Period:	**AM Street Peak Hour**		**Date:**		

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				10	8	2
Retail				29	17	12
Restaurant				134	73	61
Cinema/Entertainment				0		
Residential				141	32	109
Hotel				0		
All Other Land Uses[2]				0		
Total				314	130	184

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
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		0	1	0	0	0
Retail	0		2	0	1	0
Restaurant	1	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	15	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	314	130	184
Internal Capture Percentage	15%	18%	13%
External Vehicle-Trips[3]	266	106	160
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	13%	50%
Retail	12%	25%
Restaurant	25%	7%
Cinema/Entertainment	N/A	N/A
Residential	9%	15%
Hotel	N/A	N/A

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

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

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

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

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	The Cannery
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	8	8	1.00	2	2
Retail	1.00	17	17	1.00	12	12
Restaurant	1.00	73	73	1.00	61	61
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	32	32	1.00	109	109
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		1	1	0	0	0
Retail	3		2	0	2	0
Restaurant	19	9		0	2	2
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	22	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		5	17	0	0	0
Retail	0		37	0	1	0
Restaurant	1	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	15	0		0
Hotel	0	1	4	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	1	7	8	7	0	0
Retail	2	15	17	15	0	0
Restaurant	18	55	73	55	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	29	32	29	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	1	1	2	1	0	0
Retail	3	9	12	9	0	0
Restaurant	4	57	61	57	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	16	93	109	93	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	The Cannery		**Organization:**	Lancaster Mobley	
Project Location:	Salem, OR		**Performed By:**	JED	
Scenario Description:			**Date:**		
Analysis Year:			**Checked By:**		
Analysis Period:	**PM Street Peak Hour**		**Date:**		

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				13	4	9
Retail				80	40	40
Restaurant				215	128	87
Cinema/Entertainment				0	0	0
Residential				149	91	58
Hotel				0	0	0
All Other Land Uses[2]				0	0	0
Total				457	263	194

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	0%	0%	1.00	0%	0%
Hotel	1.00	0%	0%	1.00	0%	0%
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		2	0	0	0	0
Retail	1		12	0	10	0
Restaurant	1	20		0	15	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	4	12	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	457	263	194
Internal Capture Percentage	35%	30%	41%
External Vehicle-Trips[3]	299	184	115
External Transit-Trips[4]	0	0	0
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	100%	22%
Retail	65%	58%
Restaurant	19%	41%
Cinema/Entertainment	N/A	N/A
Residential	27%	31%
Hotel	N/A	N/A

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

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

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

[4]Person-Trips

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

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	The Cannery
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	4	4	1.00	9	9
Retail	1.00	40	40	1.00	40	40
Restaurant	1.00	128	128	1.00	87	87
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	91	91	1.00	58	58
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		2	0	0	0	0
Retail	1		12	2	10	2
Restaurant	3	36		7	16	6
Cinema/Entertainment	0	0	0		0	0
Residential	2	24	12	0		2
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		3	3	0	4	0
Retail	1		37	0	42	0
Restaurant	1	20		0	15	0
Cinema/Entertainment	0	2	4		4	0
Residential	2	4	18	0		0
Hotel	0	1	6	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	4	0	4	0	0	0
Retail	26	14	40	14	0	0
Restaurant	24	104	128	104	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	25	66	91	66	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	2	7	9	7	0	0
Retail	23	17	40	17	0	0
Restaurant	36	51	87	51	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	18	40	58	40	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

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

[2]Person-Trips

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

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