Selected Transportation Statistics

- Site Generated Traffic - Peak Hour Trips

	Weekday PM Peak Hour Trips	Weekend Peak Hour Trips
Site generated traffic today	122	N/A
Traffic generated if current use was fully occupied with a grocer (with 27% mode split)	317	459
Traffic generated if site was redeveloped under a C-1 scenario (with 27% mode split)	320	292
Traffic generated given proposed project with a grocer (with 27% mode split)	326	421
Traffic generated given proposed project with out a grocer (with 27% mode split)	290	354

Trip Generation by the Existing Lee and Duron Centers if Fully Occupied

Land Use	Size	Units	Land Use Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Saturday Peak Hour In	Saturday Peak Hour Out	Saturday Peak Hour Total
ITE Vehicle-Trips (1)												
Residential	-	D.U.	220	0	0	0	0	0	0	0	0	0
Retail	52,000	S.F.	820	65	41	106	195	212	407	294	272	566
Grocery Store	-	S.F.	850	0	0	0	0	0	0	0	0	0
			Total	65	41	106	195	212	407	294	272	566
ITE Person-Trips (2)												
Residential	-	D.U.	220	0	0	0	0	0	0	0	0	0
Retail	52,000	S.F.	820	71	46	117	215	233	448	324	299	623
Grocery Store	-	S.F.	850	0	0	0	0	0	0	0	0	0
			Total	71	46	117	215	233	448	324	299	623
With Grocery Program Vehicle Trips (3)												
Residential	-	D.U.	220	0	0	0	0	0	0	0	0	0
Retail	52,000	S.F.	820	43	28	71	131	142	273	197	182	379
Grocery Store	-	S.F.	850	0	0	0	0	0	0	0	0	0
			Total	43	28	71	131	142	273	197	182	379

Notes: (1) Based on Trip Generation, 7th Edition, Institute of Transportation Engineers.

(2) Assumptions:

	Residential	Retail
Non-auto mode split:	0%	0%
Average vehicle occupancy (persons per vehicle)	1.15	1.10

(3) Assumptions:

	Residential	Retail
Non-auto mode split:	27%	27%
Average vehicle occupancy (persons per vehicle)	1.15	1.20

Non-auto mode splits were adapted from the U.S. Census 2000 Data Summary File 3 and the *Development-Related Ridership Survey II*, Washington Metropolitian Area Transit Authority, December 1989.

Projected Trip Generation from a By-Right Redevelopment

Land Use	Size	Units	Land Use Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Saturday Peak Hour In	Saturday Peak Hour Out	Saturday Peak Hour Total
ITE Vehicle-Trips (1)												
Office	90,000	S.F.	710	152	21	172	31	149	180	20	17	37
Retail	30,000	S.F.	820	46	30	76	136	147	283	206	190	396
			Total	198	51	248	167	296	463	226	207	433
ITE Person-Trips (2)												
Office	90,000	S.F.	710	45	179	224	151	82	233	24	24	48
Retail	30,000	S.F.	820	51	33	84	149	162	311	227	209	436
			Total	96	212	308	300	244	544	251	233	484
C-1 Program Vehicle Trips (3)												
Office	90,000	S.F.	710	25	101	126	85	46	131	14	13	27
Retail	30,000	S.F.	820	31	20	51	91	98	189	138	127	265
			Total	56	121	177	176	144	320	152	140	292

Notes: (1) Based on Trip Generation, 7th Edition, Institute of Transportation Engineers.

(2) Assumptions:

	Office	Retail
Non-auto mode split:	0%	0%
Average vehicle occupancy (persons per vehicle)	1.30	1.10

(3) Assumptions:

	Office	Retail
Non-auto mode split:	27%	27%
Average vehicle occupancy (persons per vehicle)	1.30	1.20

Non-auto mode splits were adapted from the U.S. Census 2000 Data Summary File 3 and the *Development-Related Ridership Survey II*, Washington Metropolitan Area Transit Authority, December 1989.

Project Trip Generation from the Proposed Project if there is no Grocer as a Tenant

Land Use	Size	Units	Land Use Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Saturday Peak Hour In	Saturday Peak Hour Out	Saturday Peak Hour Total
ITE Vehicle-Trips (1)												
Residential	180	D.U.	220	18	74	92	76	41	117	47	47	94
Retail	33,613	S.F.	820	49	32	81	146	159	305	222	204	426
			Total	67	106	173	222	200	422	269	251	520
ITE Person-Trips (2)												
Residential	180	D.U.	220	21	85	106	88	47	135	54	54	108
Retail	33,613	S.F.	820	54	35	89	161	175	336	244	225	469
			Total	75	120	195	249	222	471	298	279	577
Without Grocery Program Vehicle Trips (3)												
Residential	180	D.U.	220	13	54	67	56	30	86	35	34	69
Retail	33,613	S.F.	820	33	21	54	98	106	204	148	137	285
			Total	46	75	121	154	136	290	183	171	354

Notes: (1) Based on Trip Generation, 7th Edition, Institute of Transportation Engineers.

(2) Assumptions:

	Residential	Retail
Non-auto mode split:	0%	0%
Average vehicle occupancy (persons per vehicle)	1.15	1.10

(3) Assumptions:

	Residential	Retail
Non-auto mode split:	27%	27%
Average vehicle occupancy (persons per vehicle)	1.15	1.20

Non-auto mode splits were adapted from the U.S. Census 2000 Data Summary File 3 and the *Development-Related Ridership Survey II*, Washington Metropolitian Area Transit Authority, December 1989.

Project Trip Generation from the Proposed Project if there is a Grocer as a Tenant

Land Use	Size	Units	Land Use Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Saturday Peak Hour In	Saturday Peak Hour Out	Saturday Peak Hour Total
ITE Vehicle-Trips (1)												
Residential	180	D.U.	220	18	74	92	76	41	117	47	47	94
Retail	20,327	S.F.	820	37	23	60	105	114	219	160	147	307
Grocery Store	13,286	S.F.	850	26	17	43	71	68	139	111	107	218
			Total	81	114	195	252	223	475	318	301	619
ITE Person-Trips (2)												
Residential	180	D.U.	220	21	85	106	88	47	135	54	54	108
Retail	20,327	S.F.	820	40	26	66	116	125	241	176	162	338
Grocery Store	13,286	S.F.	850	29	18	47	73	80	153	122	118	240
			Total	90	129	219	277	252	529	352	334	686
With Grocery Program Vehicle Trips (3)												
Residential	180	D.U.	220	13	54	67	56	30	86	35	34	69
Retail	20,327	S.F.	820	24	16	40	71	76	147	107	99	206
Grocery Store	13,286	S.F.	850	18	11	29	45	48	93	74	72	146
			Total	55	81	136	172	154	326	216	205	421

Notes: (1) Based on Trip Generation, 7th Edition, Institute of Transportation Engineers.

(2) Assumptions:

	Residential	Retail
Non-auto mode split:	0%	0%
Average vehicle occupancy (persons per vehicle)	1.15	1.10

(3) Assumptions:

	Residential	Retail
Non-auto mode split:	27%	27%
Average vehicle occupancy (persons per vehicle)	1.15	1.20

Non-auto mode splits were adapted from the U.S. Census 2000 Data Summary File 3 and the *Development-Related Ridership Survey II*, Washington Metropolitan Area Transit Authority, December 1989.

Comparison of a Fully Occupied Lee and Duron Centers, By-Right Redevelopment, and the Proposed Project with Varying Mode Split Scenarios

Land Use	Size	Units	Land Use Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Saturday Peak Hour In	Saturday Peak Hour Out	Saturday Peak Hour Total
Existing Lee Center[1]	52,000	S.F.		20	28	48	55	67	122	n/a	n/a	n/a
Without Mode Splits												
Existing Lee Center, ITE Rates												
Retail	52,000	S.F.	820	65	41	106	195	212	407	294	272	566
C-1 Program												
Office	90,000	S.F.	710	152	21	172	31	149	180	20	17	37
Retail	30,000	S.F.	820	46	30	76	136	147	283	206	190	396
	120,000		Total	198	51	248	167	296	463	226	207	433
Proposed Program, without Grocery												
Residential	180	D.U.	220	18	74	92	76	41	117	47	47	94
Retail	33,613	S.F.	820	49	32	81	146	159	305	222	204	426
			Total	67	106	173	222	200	422	269	251	520
Proposed Program, with Grocery												
Residential	180	D.U.	220	18	74	92	76	41	117	47	47	94
Retail	20,327	S.F.	820	37	23	60	105	114	219	160	147	307
Grocery Store	13,286	S.F.	850	26	17	43	71	68	139	111	107	218
			Total	81	114	195	252	223	475	318	301	619
Change (Without Grocery vs. C-1)				-131	55	-75	55	-96	-41	43	44	87
Change (With Grocery vs. C-1)				-116	63	-53	85	-73	12	92	94	186
With Mode Splits												
Existing Lee Center, ITE Rates												
Retail	52,000	S.F.	820	43	28	71	131	142	273	197	182	379
C-1 Program												
Office	90,000	S.F.	710	25	101	126	85	46	131	14	13	27
Retail	30,000	S.F.	820	31	20	51	91	98	189	138	127	265
	120,000		Total	56	121	177	176	144	320	152	140	292
Proposed Program, without Grocery												
Residential	180	D.U.	220	13	54	67	56	30	86	35	34	69
Retail	33,613	S.F.	820	33	21	54	98	106	204	148	137	285
			Total	46	75	121	154	136	290	183	171	354
Proposed Program, with Grocery												
Residential	180	D.U.	220	13	54	67	56	30	86	35	34	69
Retail	20,327	S.F.	820	24	16	40	71	76	147	107	99	206
Grocery Store	13,286	S.F.	850	18	11	29	45	48	93	74	72	146
			Total	55	81	136	172	154	326	216	205	421
Change (Without Grocery vs. C-1)				-10	-46	-56	-22	-8	-30	31	31	62
Change (With Grocery vs. C-1)				-1	-40	-41	-4	10	6	64	65	129

2201 North Pershing Drive
Total Projected Trips on N. Barton Street Given Varying Mode Splits and Utilization Rates on Part of the Proposed Project

	Total Future TIA Submitted 11/8/06 [1]		Total Future Zero Percent Mode Split		Total Future 15% Mode Split		Total Future 27% Mode Split		Total Future 40% Mode Split		Total Future 50% Mode Split	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing Traffic	231	375										
Existing Shopping Center	4	11										
Future Traffic without the Redevelopment of Lee Center	244	398										
2% of Site Trips on N. Barton	2	7	3	9	2	8	1	7	1	5	1	5
Total Future Link Volume	242	394	243	396	242	395	241	394	241	392	241	392
Percent of Total	0.8%	1.8%	1.2%	2.3%	0.8%	2.0%	0.4%	1.8%	0.4%	1.3%	0.4%	1.3%
5% of Site Trips on N. Barton			10	24	8	19	8	17	6	13	5	12
Total Future Link Volume			250	411	248	406	248	404	246	400	245	399
Percent of Total			4.0%	5.8%	3.2%	4.7%	3.2%	4.2%	2.4%	3.3%	2.0%	3.0%
10% of Site Trips on N. Barton			20	48	16	39	13	34	11	27	10	22
Total Future Link Volume			260	435	256	426	253	421	251	414	250	409
Percent of Total			7.7%	11.0%	6.3%	9.2%	5.1%	8.1%	4.4%	6.5%	4.0%	5.4%
15% of Site Trips on N. Barton			30	71	23	56	21	49	17	41	15	34
Total Future Link Volume			270	458	263	443	261	436	257	428	255	421
Percent of Total			11.1%	15.5%	8.7%	12.6%	8.0%	11.2%	6.6%	9.6%	5.9%	8.1%

Notes:
[1] Total future trip generation per *2201 N Pershing Drive TIA* submitted 11/8/2006: 27% mode split and 2% of site traffic using N Barton Street
[2] Development Program: 180 Dwelling Units, 20,327 S.F. Retail & 13,286 S.F. Grocery Store

Wells + Associates, Inc
McLean, Virginia