TRAFFIC IMPACT AND PARKING STUDY

For

ShopRite Wines & Spirits of Nutley, LLC
Proposed Liquor Store Addition

Property Located at:

437 & 441 Franklin Avenue (CR 645)
Block 4501 – Lots 24 & 25
Township of Nutley, Essex County, NJ

Prepared by:

DYNAMIC TRAFFIC

245 Main Street, Suite 110
Chester, NJ 07930
732-681-0760

Craig W. Peregoy, PE
NJ PE License #45880

Connor G. Hughes, PE
NJ PE License #57245

October 22, 2026

DT# 6585-26-04866

www.dynamictraffic.com

Offices conveniently located throughout the United States:
New Jersey | Delaware | Florida | Maryland | Pennsylvania | Texas

CGH

INTRODUCTION

It is proposed to construct a liquor store addition to an existing ShopRite supermarket on a parcel of land located along the west side of Franklin Avenue between Lloyd Street and Vreeland Avenue in the Township of Nutley, Essex County, New Jersey (see Site Location Map). The site is designated as Block 4501 – Lots 24 and 25 on the Township Tax Maps. The existing use consists of a 46,472 SF ShopRite supermarket. It is proposed to maintain the existing ShopRite and construct a 4,950 SF liquor store at the north side of the existing building. ("The Project"). The site is located within the B-3 – Downtown Business zone. Access to the site proximate to the proposed liquor store location is currently provided via one (1) full movement driveway along Franklin Avenue, which will be maintained along with all other existing access points. Parking will be provided via 303 parking spaces for the overall site, with 66 parking spaces provided in the northern parking lot proximate to the liquor store.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic impact and parking associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.

- Parking counts were conducted during the Friday evening and Saturday midday peak periods within the northern ShopRite parking lot and along Franklin Avenue between Lloyd Street and Vreeland Avenue.

- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers.

- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.

- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.

EXISTING CONDITIONS

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Franklin Avenue (CR 645) is an Urban Minor Arterial roadway under the jurisdiction of Essex County with a general north/south orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one travel lane in each direction. Curb and sidewalk are provided along both sides of the roadway, with on-street parking permitted along both sides of the roadway. Franklin Avenue provides a relatively flat vertical alignment and a slightly curved horizontal alignment along the site frontage. The land uses along Franklin Avenue in the vicinity of The Project are primarily commercial.

Parking Counts

Parking counts were conducted within the northern ShopRite parking lot and along Franklin Avenue between Lloyd Street and Vreeland Avenue from 4:30 – 6:30 PM on Friday, October 16, 2026 and from 12:00 – 3:00 PM on Saturday, October 17, 2026. These count times were selected to coincide with the typical peak parking hours of the proposed liquor store. Based upon the results of the parking counts, the maximum observed demand was 80 total spaces inclusive of 61 spaces within the parking lot and 19 spaces along Franklin Avenue. The parking count data is appended.

FUTURE CONDITIONS

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code (LUC) 899 – Liquor Store in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual, 12th Edition.* This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites.

The ITE publication *Trip Generation Handbook, 3rd Edition*, recognizes that when land uses are proximate to each other, individual land uses tend to interact, reducing the overall trip generation for the site. It is anticipated that there will be an overall reduction in site generated trips due to the opportunities for users to visit both the existing ShopRite supermarket and proposed liquor store. Based on the ITE internal capture methodology, reduction rates of 8.5%, and 8.2% have been applied to site generated trips during the weekday evening and Saturday midday peak hours, respectively, to account for this effect. All internal capture calculation worksheets are appended.

Table 1 below details the traffic volumes associated with the subject project taking into account internal capture credits.

Table 1
Trip Generation Considering Internal Capture

Land Use	Trip Type	PM PSH			Sat PSH		
		In	Out	Total	In	Out	Total
4,950 SF Liquor Store	Total	53	53	106	40	39	79
	Internal	11	11	22	12	11	23
	New (Primary)	**42**	**42**	**84**	**28**	**28**	**56**

As shown in the table above, it is anticipated that 84 new trips during the weekday evening peak hour and 56 new trips during the Saturday midday peak hour are anticipated to access the site from the adjacent roadway network with the proposed liquor store addition. It should be noted that NJDOT identifies an increase of 100 or more trips during the peak hour as being a "significant" increase in traffic. As such, it is not anticipated that the proposed liquor store will have any perceptible impact on the traffic operation of the adjacent roadway network.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be continue to be provided via the existing full movement driveway along Franklin Avenue for the northern parking lot.

The existing parking lot geometry to the north of the driveway will generally be maintained, while the layout to the south of the driveway will be re-configured to provide 24' wide, two-way parking aisles with access to 90-degree parking. The parking spaces will provide dimensions of 9'x19'. Both the existing and proposed circulation and parking dimensions will comply with the Ordinance requirements, and will sufficiently accommodate the automobile traffic anticipated.

Parking Demand/Requirements

Local Ordinance Parking Requirements

The Township of Nutley Ordinance sets forth a parking requirement of 1 space 200 SF for the existing ShopRite based on the requirement for retail food markets greater than 3,000 SF, and 1 space per 200 SF for the proposed liquor store based on the requirement for retail stores. This equates to a requirement of 232 spaces for the existing 46,472 SF ShopRite, and 25 spaces for the proposed liquor store for a total parking requirement of 257 spaces. The site as proposed provides 303 parking spaces, inclusive of 66 parking spaces in the northern lot adjacent to the proposed liquor store, and as such the Ordinance requirement is met. Nonetheless, the following sections detail the national and existing site-specific parking demands in support of the project.

ITE Parking Demand

National parking demand data has been collected by the ITE within their publication *Parking Generation, 6th Edition.* This publication establishes peak parking demands for multiple land uses upon different independent variables, such as GFA and employees. For LUC 899 – Liquor Store, ITE sets forth an average peak parking demand of 1.76 spaces per 1,000 SF which equates to a demand of 9 spaces. Furthermore, ITE sets forth an 85th percentile parking demand of 2.60 spaces per 1,000 SF, which equates to a demand of 13 spaces. Thus, the Ordinance requirement is deemed to be conservative.

Existing Parking Demand

As mentioned previously, parking counts were conducted within the northern parking lot to determine the existing parking demand in proximity to the proposed liquor store. Supplementally, on-street parking counts were conducted along Franklin Avenue between Lloyd Street and Vreeland Avenue. As previously detailed, the maximum observed parking demand was 80 total spaces inclusive of 61 spaces within the parking lot and 19 spaces along Franklin Avenue. With 66 on-site parking spaces proposed and 29 spaces along Franklin Avenue, this results in a minimum availability of 15 spaces (5 on-site and 10 on-street).

On average, the observed parking demand was 51 parking spaces within the parking lot and 16 spaces along Franklin Avenue, for an average availability of 15 spaces and 13 spaces, respectively (28 total). Thus, on average, the parking availability within the northern parking lot will be sufficient to accommodate the ITE 85th percentile parking demand of 13 spaces associated with the liquor store. At busier times where the parking demand is higher than average, there is sufficient on-street parking availability along Franklin Avenue to accommodate the additional demand.

It is also important to recognize that a portion of the future liquor store customers are likely to be existing ShopRite customers who will patronize both uses in a single trip, therefore reducing the overall parking demand. However, as exemplified above, even if conservatively assuming 25 additional cars based on the Ordinance parking requirement, there are sufficient spaces available in proximity to the proposed liquor store to accommodate the additional demand without considering available parking spaces in the other ShopRite parking lots to the south of the overall site and on the opposite side of Franklin Avenue.

Based on the various factors outlined above, the proposed parking supply of 66 spaces within the northern lot adjacent to the liquor store, in combination with the available street parking along Franklin Avenuem, will be sufficient to support the maximum parking demands.

FINDINGS & CONCLUSIONS

Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 4,950 SF liquor store addition is projected to generate 42 entering trips and 42 exiting trips during the weekday evening peak hour and 28 entering trips and 28 exiting trips during the Saturday peak hour that are "new" to the adjacent roadway network.

- Access to the site is proposed to continue to be provided via the existing full movement driveway along Franklin Avenue which provides access to the northern parking lot.

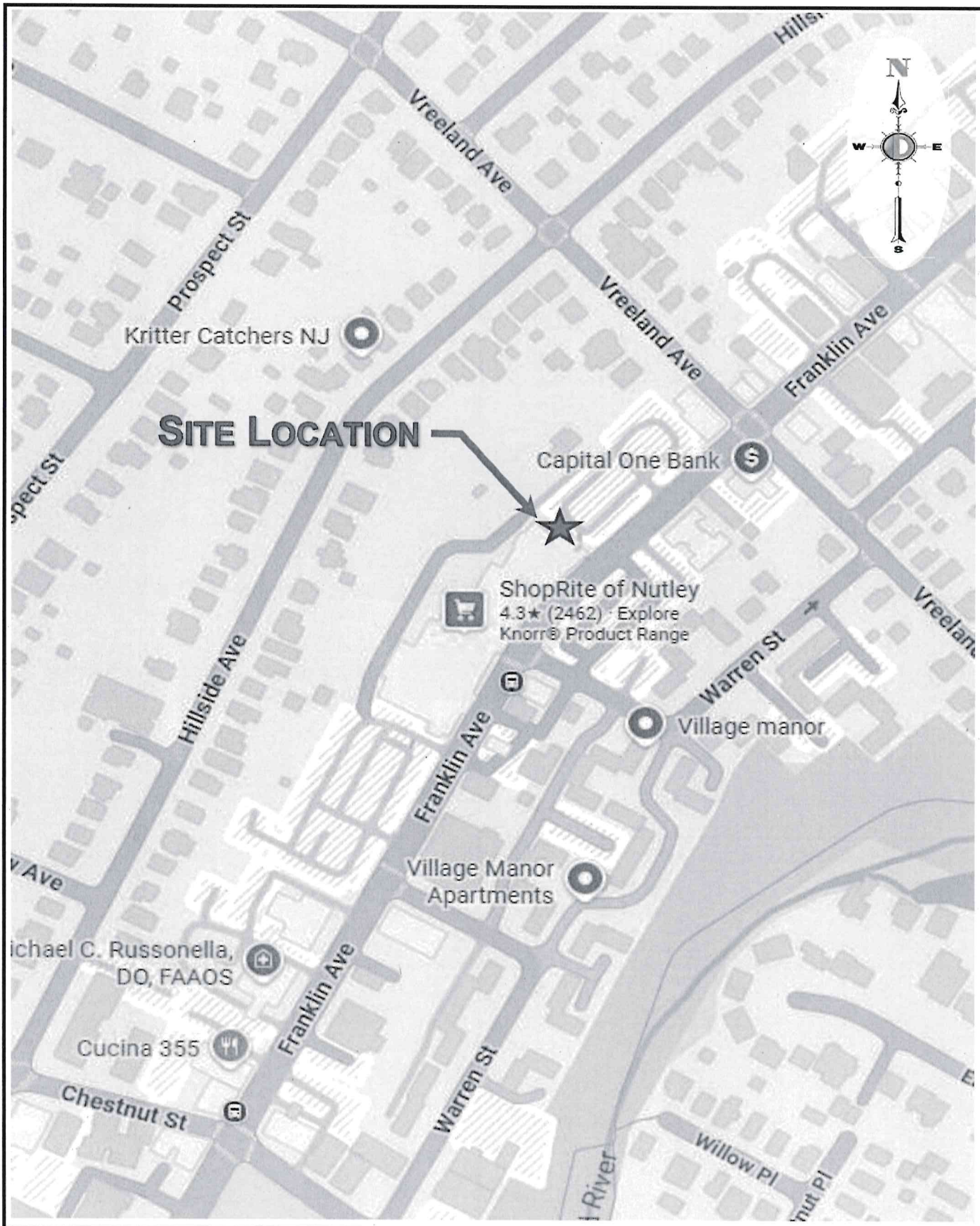
- As proposed, The Project's site driveway and internal circulation have been designed to provide for safe and efficient movement of the anticipated vehicle mix.

- The proposed parking supply and design is sufficient to support the maximum projected demand and meets the Ordinance requirement.

Conclusions

Based upon our Traffic Impact and Parking Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of the Township of Nutley and Essex County are not anticipated to experience any significant degradation in operating conditions with the redevelopment of the site. The site driveway is located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs in combination with the available street parking along Franklin Avenue.

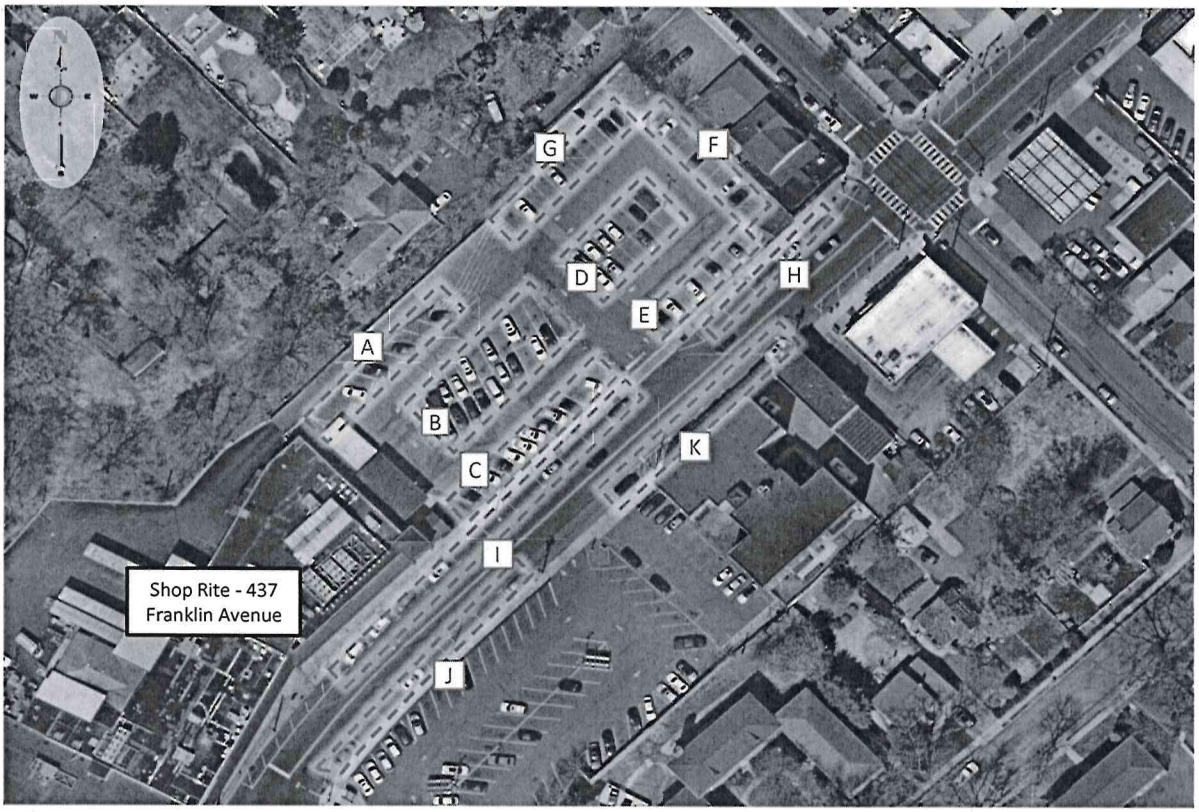
Technical Appendix



Proposed Liquor Store Addition
Traffic Impact and Parking Study
6585-26-04866

Figure 1

Site Location Map



Location: 437 Franklin Avenue
Nutley, New Jersey

Parking Count Map

DYNAMIC TRAFFIC

Location: 437 Franklin Avenue

Municipality: Nutley

State: New Jersey

Date: Friday, October 16, 2026

Occupied Parking Count - Friday														
Zone	On-Site Parking							Street Parking - Franklin Avenue				Total		
	A	B	C	D	E	F	G	H	I	J	K	On-Site	Street	Overall
Total Number of Spaces	9	19	12	13	9	9	11	5	11	9	4	82	29	111
4:30 PM	**5**	**14**	**7**	**6**	**3**	**3**	**3**	**4**	**6**	**2**	**1**	**41**	**13**	**54**
4:45 PM	4	12	2	5	3	2	2	4	9	1	4	30	18	48
5:00 PM	3	12	2	6	2	2	1	2	8	1	2	28	13	41
5:15 PM	3	10	6	5	2	0	2	3	10	2	2	28	17	45
5:30 PM	2	9	3	6	4	2	3	4	8	0	4	29	16	45
5:45 PM	2	13	3	5	4	2	3	4	8	0	4	32	16	48
6:00 PM	2	15	4	5	2	2	3	4	7	0	4	33	15	48
6:15 PM	3	6	5	7	3	2	1	5	6	0	4	27	15	42
6:30 PM	3	3	5	5	2	1	1	5	8	1	4	20	18	38

DYNAMIC TRAFFIC

Location: 437 Franklin Avenue

Municipality: Nutley

State: New Jersey

Date: Saturday, October 17, 2026

Occupied Parking Count - Saturday														
Zone	On-Site Parking							Street Parking - Franklin Avenue				Total		
	A	B	C	D	E	F	G	H	I	J	K	On-Site	Street	Overall
Total Number of Spaces	9	19	12	13	9	9	11	5	11	9	4	82	29	111
12:00 PM	6	15	8	10	7	6	6	4	8	3	3	58	18	76
12:15 PM	7	12	6	11	7	3	6	3	11	3	3	52	20	72
12:30 PM	7	14	7	11	6	4	3	3	10	2	2	52	17	69
12:45 PM	7	18	9	11	4	4	3	2	9	2	2	56	15	71
1:00 PM	6	12	11	10	5	5	4	3	7	2	1	53	13	66
1:15 PM	4	11	12	11	4	4	5	5	9	3	0	51	17	68
1:30 PM	4	9	12	9	4	4	5	3	9	1	0	47	13	60
1:45 PM	7	17	11	11	5	5	7	3	8	2	3	63	16	79
2:00 PM	**5**	**16**	**11**	**10**	**6**	**6**	**7**	**2**	**11**	**4**	**2**	**61**	**19**	**80**
2:15 PM	4	10	11	9	6	3	7	2	8	3	2	50	15	65
2:30 PM	5	10	9	7	5	3	7	1	9	4	1	46	15	61
2:45 PM	6	10	6	3	4	2	7	1	9	5	0	38	15	53
3:00 PM	5	11	4	1	3	2	8	2	9	2	1	34	14	48

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	6585-26-04866	**Organization:**	Dynamic Traffic
Project Location:	437 Franklin Avenue, Nutley, NJ	**Performed By:**	C. Hughes
Scenario Description:		**Date:**	10/22/2026
Analysis Year:	Build	**Checked By:**	C. Peregoy
Analysis Period:	PM Street Peak Hour	**Date:**	10/22/2026

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
Retail	850	46,472	SF	411	206	205
Retail	899	4,950	SF	106	53	53
				0		
				0		
				0		
				0		
				0		
				517	259	258

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)					
	LUC 850	LUC 899	-	-	-	-
	46472 SF	4950 SF				
	Retail	Retail	-	-	-	-
Retail		11	0	0	0	0
Retail	11		0	0	0	0
-	0	0		0	0	0
-	0	0	0		0	0
-	0	0	0	0		0
-	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	517	259	258
Internal Capture Percentage	8.5%	8.5%	8.5%
External Vehicle-Trips[5]	473	237	236
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
Retail	5.3%	5.4%
Retail	20.8%	20.8%
-	N/A	N/A
-	N/A	N/A
-	N/A	N/A
-	N/A	N/A

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

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

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

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

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

[6]Person-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:	6585-26-04866
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*
Retail	LUC 850	46472 SF	1.00	206	206	1.00	205	205
Retail	LUC 899	4950 SF	1.00	53	53	1.00	53	53
-	-		1.00	0	0	1.00	0	0
-	-		1.00	0	0	1.00	0	0
-	-		1.00	0	0	1.00	0	0
-	-		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)					
			LUC 850	LUC 899	-	-	-	-
			46472 SF	4950 SF				
			Retail	Retail	-	-	-	-
Retail	LUC 850	46472 SF		41	0	0	0	0
Retail	LUC 899	4950 SF	11		0	0	0	0
-	-		0	0		0	0	0
-	-		0	0	0		0	0
-	-		0	0	0	0		0
-	-		0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)			Destination (To)					
			LUC 850	LUC 899	-	-	-	-
			46472 SF	4950 SF				
			Retail	Retail	-	-	-	-
Retail	LUC 850	46472 SF		11	0	0	0	0
Retail	LUC 899	4950 SF	41		0	0	0	0
-	-		0	0		0	0	0
-	-		0	0	0		0	0
-	-		0	0	0	0		0
-	-		0	0	0	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]
Retail	LUC 850	46472 SF	11	195	206	195	0	0
Retail	LUC 899	4950 SF	11	42	53	42	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
-	-		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]
Retail	LUC 850	46472 SF	11	194	205	194	0	0
Retail	LUC 899	4950 SF	11	42	53	42	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
-	-		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 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:	6585-26-04866	**Organization:**	Dynamic Traffic
Project Location:	437 Franklin Avenue, Nutley, NJ	**Performed By:**	C. Hughes
Scenario Description:		**Date:**	10/22/2026
Analysis Year:	Build	**Checked By:**	C. Peregoy
Analysis Period:	SAT Street Peak Hour	**Date:**	10/22/2026

Table 1-S: 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
Retail	850	46,472	SF	484	242	242
Retail	899	4,950	SF	79	40	39
				0		
				0		
				0		
				0		
				0		
				563	282	281

Table 2-S: 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-S: 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-S: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	LUC 850	LUC 899	-	-	-	-
	46472 SF	4950 SF				
	Retail	Retail	-	-	-	-
Retail		12	0	0	0	0
Retail	11		0	0	0	0
-	0	0		0	0	0
-	0	0	0		0	0
-	0	0	0	0		0
-	0	0	0	0	0	

Table 5-S: Computations Summary

	Total	Entering	Exiting
All Person-Trips	563	282	281
Internal Capture Percentage	8.2%	8.2%	8.2%
External Vehicle-Trips[5]	517	259	258
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

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

Land Use	Entering Trips	Exiting Trips
Retail	4.5%	5.0%
Retail	30.0%	28.2%
-	N/A	N/A
-	N/A	N/A
-	N/A	N/A
-	N/A	N/A

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

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

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

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

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

[6]Person-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:	6585-26-04866
Analysis Period:	**SAT Street Peak Hour**

Table 7-S: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use			Table 7-S (D): Entering Trips			Table 7-S (O): Exiting Trips		
			Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Retail	LUC 850	46472 SF	1.00	242	242	1.00	242	242
Retail	LUC 899	4950 SF	1.00	40	40	1.00	39	39
-	-		1.00	0	0	1.00	0	0
-	-		1.00	0	0	1.00	0	0
-	-		1.00	0	0	1.00	0	0
-	-		1.00	0	0	1.00	0	0

Table 8-S (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)			Destination (To)					
			LUC 850	LUC 899	-	-	-	-
			46472 SF	4950 SF				
			Retail	Retail	-	-	-	-
Retail	LUC 850	46472 SF		70	0	0	0	0
Retail	LUC 899	4950 SF	11		0	0	0	0
-	-		0	0		0	0	0
-	-		0	0	0		0	0
-	-		0	0	0	0		0
-	-		0	0	0	0	0	

Table 8-S (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)			Destination (To)					
			LUC 850	LUC 899	-	-	-	-
			46472 SF	4950 SF				
			Retail	Retail	-	-	-	-
Retail	LUC 850	46472 SF		12	0	0	0	0
Retail	LUC 899	4950 SF	75		0	0	0	0
-	-		0	0		0	0	0
-	-		0	0	0		0	0
-	-		0	0	0	0		0
-	-		0	0	0	0	0	

Table 9-S (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]
Retail	LUC 850	46472 SF	11	231	242	231	0	0
Retail	LUC 899	4950 SF	12	28	40	28	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
All Other Land Uses[3]	-	-	0	0	0	0	0	0

Table 9-S (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]
Retail	LUC 850	46472 SF	12	230	242	230	0	0
Retail	LUC 899	4950 SF	11	28	39	28	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
-	-		0	0	0	0	0	0
-	-		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-S

[2]Person-Trips

[3]Total 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.