

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:

Date: March 16, 2023

TO: Up-County Planning Dept.
MNCPPC
2425 Reedie Dr.
14th Floor
Wheaton, MD 20902

FROM: Nick Driban, PE

RE: Traffic Statement for American Landscaping (6412 Damascus Road)

The purpose of this memorandum is to provide a Traffic Statement, as required in the Montgomery County Growth and Infrastructure Policy (GIP), in support of a Conditional Use application for American Landscaping. American Landscaping is located at 6412 Damascus Road, near Gaithersburg, Maryland. A site location map is provided on **Exhibit 1a**. As shown on **Exhibit 1b**, the property is located in Montgomery County's Rural East Transportation Policy Area.

Montgomery County's Growth and Infrastructure Policy establishes the "Local Area Transportation Review (LATR)" Guidelines which are utilized for the Administration of the County's Adequate Public Facilities Ordinance. These Guidelines establish the extent to which evaluations of traffic operations and safety and/or evaluations of other modes of transportation, such as pedestrians, bicycles, and/or transit are required for a site, based on the specific characteristics of a given site. In cases where a site generates greater than 50 peak hour person trips, an evaluation of adequacy for all modes of transportation is required. In cases where a site generates fewer than 50 peak hour person trips, the site's impact is assumed to be de minimus and no adequacy evaluation is required for any mode of transportation. This Traffic Statement presents an evaluation of transportation analysis requirements for the subject site based on the LATR Guidelines.

The owner of American Landscaping provided information regarding operations at the site, as follows:

- On a typical day there are approximately 20 employees that visit the site. The maximum number of employees that ever go to the site on a given day is 24, however, this doesn't occur on most days.
- The company utilizes a van/shuttle that transports ten (10) employees per day. The remaining employees arrive by personal vehicle, typically with multiple employees per vehicle.
- In the morning, all employees arrive between 6:45 and 7:10 AM, then depart as crews in work vehicles within short order. Arrivals and departures all occur within the same 1 hour period between 6:45 and 7:45 AM.
- Evening arrivals and departures do not occur all at once, as crews are coming back from individual jobs and job sites that cause them to return to the site in a somewhat-random, more-scattered manner.
- The company has a total of 12 work vehicles, however in a typical day nine (9) work vehicles are utilized.

The attached Trip Generation table, shown on **Exhibit 2**, contains the trip generation totals for the proposed use. The trip generation is shown in two ways. The top portion of the exhibit details the trip

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breakdown based on site operations characteristics provided by the employer, as detailed above. The bottom portion documents the trip generation based on the County's LATR Guidelines, using land use ITE-180 (Specialty Trade Contractor) from the *ITE Trip Generation Manual, 11th Edition*. It should be noted that landscaping businesses do not have an exact ITE Trip Generation land use match, however, the Specialty Contractor land use, for which a description is provided in Appendix A, represents the closest similar land use.

The employer provided trip generation info provides the most conservative trip generation analysis. It was assumed that all 24 employees (maximum potential number of employees) arrive at the site during the same AM peak hour and that the hour was also the same hour as the peak hour of the adjacent roadways. As discussed above, 10 employees arrive to the site in a van/shuttle and it is assumed that the remaining 14 employees arrive at the site in personal vehicles with multiple-occupants (one driver and one or more passengers). It was assumed that 12 landscaping crews would then leave the site during the same AM peak hour (leaving in the 12 work vehicles stored on site). For the PM peak hour, it was assumed that all 12 landscaping crews would return during the PM peak hour and all 24 employees would then leave for the end of the day during the same PM peak hour. Typical operations for the site would have most employees arriving between 6:45 and 7:10 AM in the morning. Return and subsequent departures at the end of the business day would be staggered depending on the duration of landscaping jobs that were completed that day. The assumptions above represent the most conservative analysis of the site, as typically there are not 24 employees on site and not all 12 work vehicles are utilized.

The trip generation provided based on the data from the employer yields a total of 48 peak hour person trips during both the AM and PM peak hours. As stated, this is based on the most conservative approach to determining trip generation (highest trip generation) for the site, and still falls below the 50- peak hour person trip threshold for a full Transportation Impact Study (TIS) of the site to be required under the LATR Guidelines. As such, no transportation adequacy evaluation is required for the site.

The *ITE Trip Generation Manual* indicates a lower number of peak hour person trips (adjusted per LATR Guidelines for the Rural East Policy Area) during both the AM and PM peak hours (20 and 22 peak hour person trips, respectively) compared to the Employer Provided Information. Because the *ITE Trip Generation Manual* trip generation rates are based on empirical data and actual traffic counts for sites with similar operations and number of employees, trip generation conducted in this manner provides a useful, second data point to understand the magnitude of the site's traffic. As with the trip generation conducted based on the employer provided information, trip generation based on the *ITE Trip Generation Manual's* rates, adjusted in accordance with the LATR Guidelines, also demonstrates that the site does not meet the threshold for a full TIS to be required.

Based on the above information, a full Local Area Transportation Review (LATR) is not required because the proposed development generates fewer than 50 peak hour person trips, even when analyzing the site with the most conservative assumptions.

Based on the information contained in this report:

- The project is located in the Rural East Policy Area.
- The project generates fewer than 50 peak hour person trips and is therefore exempt from requiring a full LATR transportation impact study.
- The number of vehicular trips generated by the site during the AM and PM peak hours is negligible, approximately one vehicle every three to four minutes on average.

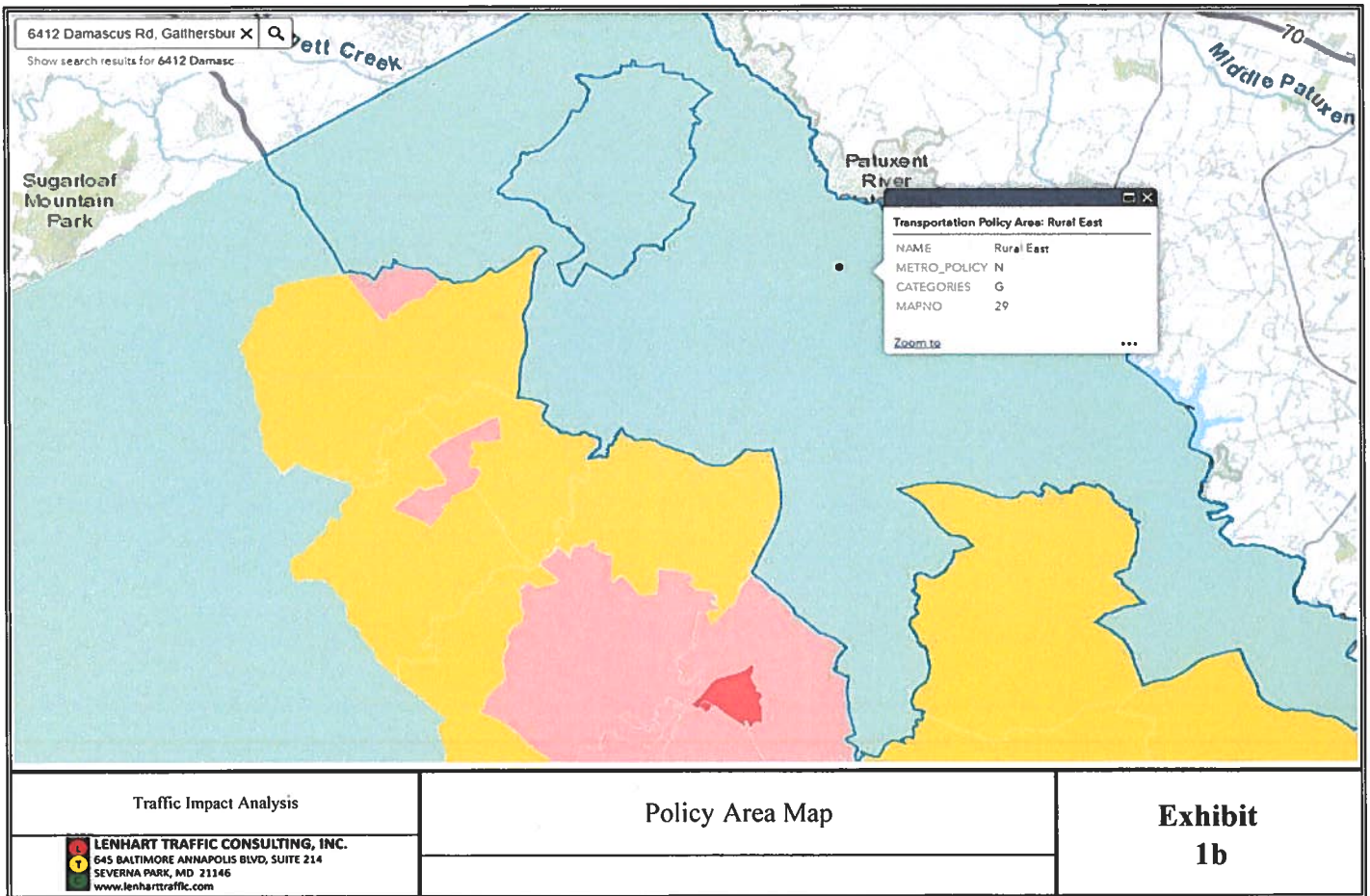


Traffic Impact Analysis

Site Location Map

**Exhibit
1a**

 **LENHART TRAFFIC CONSULTING, INC.**
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com



Trip Generation based on Employer Data

(see Note 1)

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Existing Site	24 Employees	8	12	20	12	8	20
Maximum Vehicular Trips per Employer Information (see Note 1):		8	12	20	12	8	20
Maximum Person Trips per Employer Provided Trip Generation:		24	24	48	24	24	48
	Auto Driver:	8	12	20	12	8	20
	Auto Passenger:	6	12	18	12	6	18
	Transit:	N/A	0	0	0	0	0
	Non-Motorized:	N/A	0	0	0	0	0

Notes: 1. The number of vehicular trips was determined based on employer-provided data. Based on this data, the maximum number of employees on site on any day is 24. Arrival of the 24 employees in the morning occurs as follows: A) One (1) van/shuttle arrives daily carrying up to 10 employees + B) The remaining employees, a maximum of 14 employees, typically arrive with multiple occupants in each vehicle. For the purposes of this analysis, it is assumed that each of these up-to-14-employees arrives in a vehicle with one passenger, thereby generating a total of 7 inbound employee vehicles. In addition to the 1 van/shuttle, this results in a total of 8 inbound motor vehicles in the morning.

With respect to departures in the morning, the site has 12 work trucks on site. Although only nine of these trucks are utilized on a typical day, in order to provide a conservative analysis of the maximum number of vehicular trips for the purposes of this analysis, it was assumed here that all 12 trucks are utilized.

It was assumed that all employees arrive at the site and then depart within the same one-hour timeframe in the morning. The evening assumptions mirror the morning assumptions with respect to trips into and out of the site.

- The Total Person Trips represents the theoretical maximum number of person trips that the site would generate. This would only occur if all 24 employees arrived at the site and then leave within the same peak hour. The PM peak hour is the opposite, as the analysis assumes that all crews arrive back to the site and then all 24 employees leave the site within the same peak hour, which is understood to be a conservative assumption based on actual site operations.
- Montgomery County's threshold for a transportation adequacy evaluation to be required is 50 peak hour person trips. Sites generating less than 50 peak hour person trips are considered to have a de minimus impact and are not required to conduct an evaluation of transportation adequacy, per the County's LATR Guidelines.

LATR Trip Generation based on ITE Rates

Specialty Trade Contractor (Employees, ITE-180)

Trip Distribution (In/Out)

Morning Trips = 0.61 x Employees

74/26

(see Note 1)

Evening Trips = 0.72 x Employees

32/68

		AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Specialty Trade Contractor (Employees, ITE-180)	24 Employees	11	4	15	5	12	17
Total Vehicular Trips per ITE Trip Generation Manual, 11th Edition:		11	4	15	5	12	17
LATR Vehicle Trip Generation Rate Adjustment Factor (Rural East):		100%	(no change)				
Total LATR Adjusted Vehicular Trips:		11	4	15	5	12	17
Total Person Trips per LATR Guidelines:		75.8%	15	5	20	7	16
	Auto Driver:	75.8%	11	4	15	5	12
	Auto Passenger:	20.2%	4	1	5	1	3
	Transit:	0.5%	0	0	0	0	0
	Non-Motorized:	3.6%	0	0	0	1	1

- Notes: 1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition and adjusted per LATR Guidelines
2. Montgomery County's threshold for a transportation adequacy evaluation to be required is 50 peak hour person trips. Sites generating less than 50 peak hour person trips are considered to have a de minimus impact and are not required to conduct an evaluation of transportation adequacy, per the County's LATR Guidelines.

Traffic Impact Analysis

Site Trip Generation

Exhibit

2

 **LENHART TRAFFIC CONSULTING, INC.**
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Appendix A

Supplemental Information

Land Use: 180

Specialty Trade Contractor

Description

A specialty trade contractor is a business primarily involved in providing contract repairs and services to meet industrial or residential needs. This land use includes businesses that provide the following services: plumbing, heating and cooling, machine repair, electrical and mechanical repair, industrial supply, roofing, locksmith, weed and pest control, and cleaning.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 2010s in Texas.

Source Numbers

889, 890

Specialty Trade Contractor (180)

Vehicle Trip Ends vs: Employees

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: 20

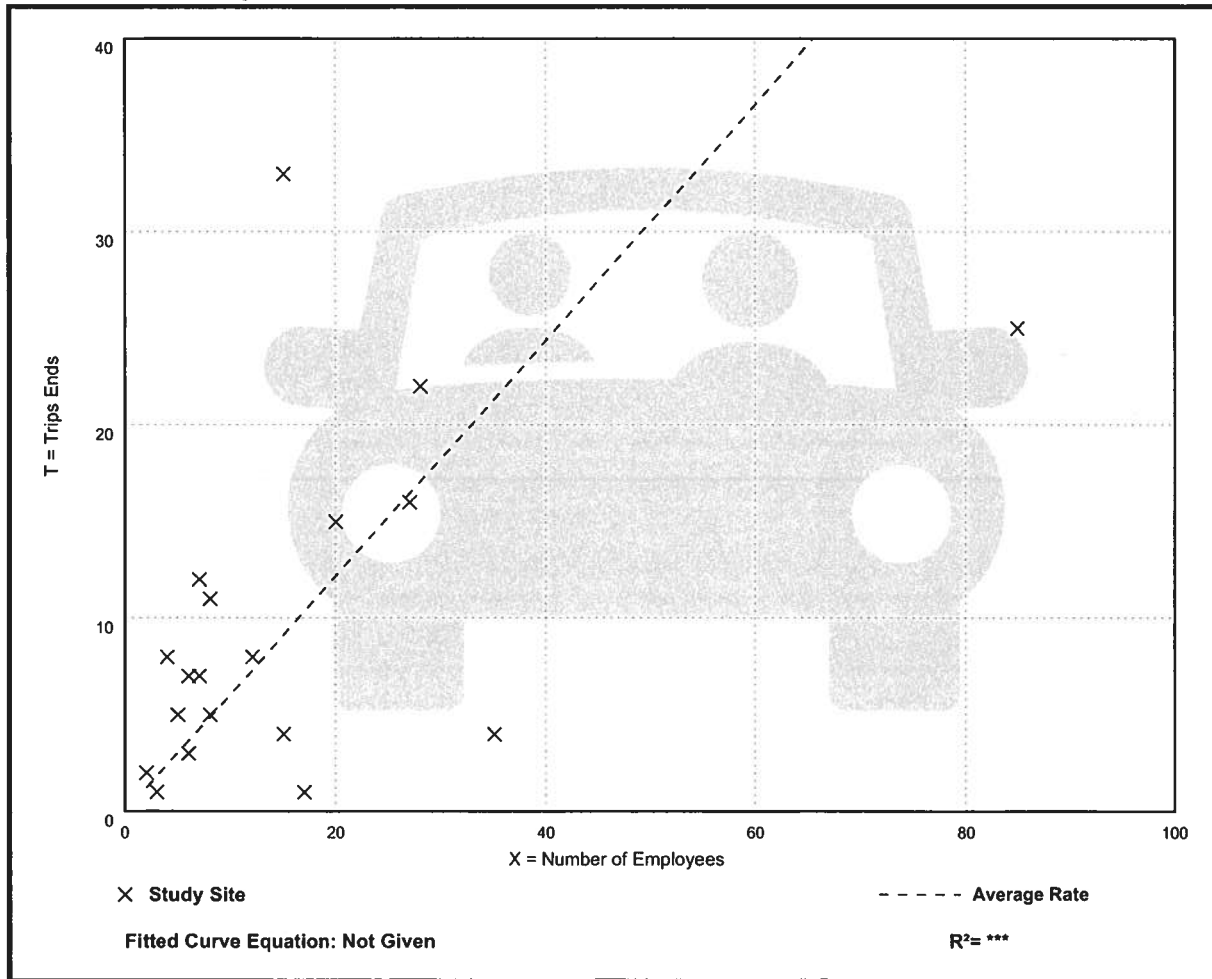
Avg. Num. of Employees: 16

Directional Distribution: 74% entering, 26% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.61	0.06 - 2.20	0.55

Data Plot and Equation



Specialty Trade Contractor (180)

Vehicle Trip Ends vs: Employees

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: 19

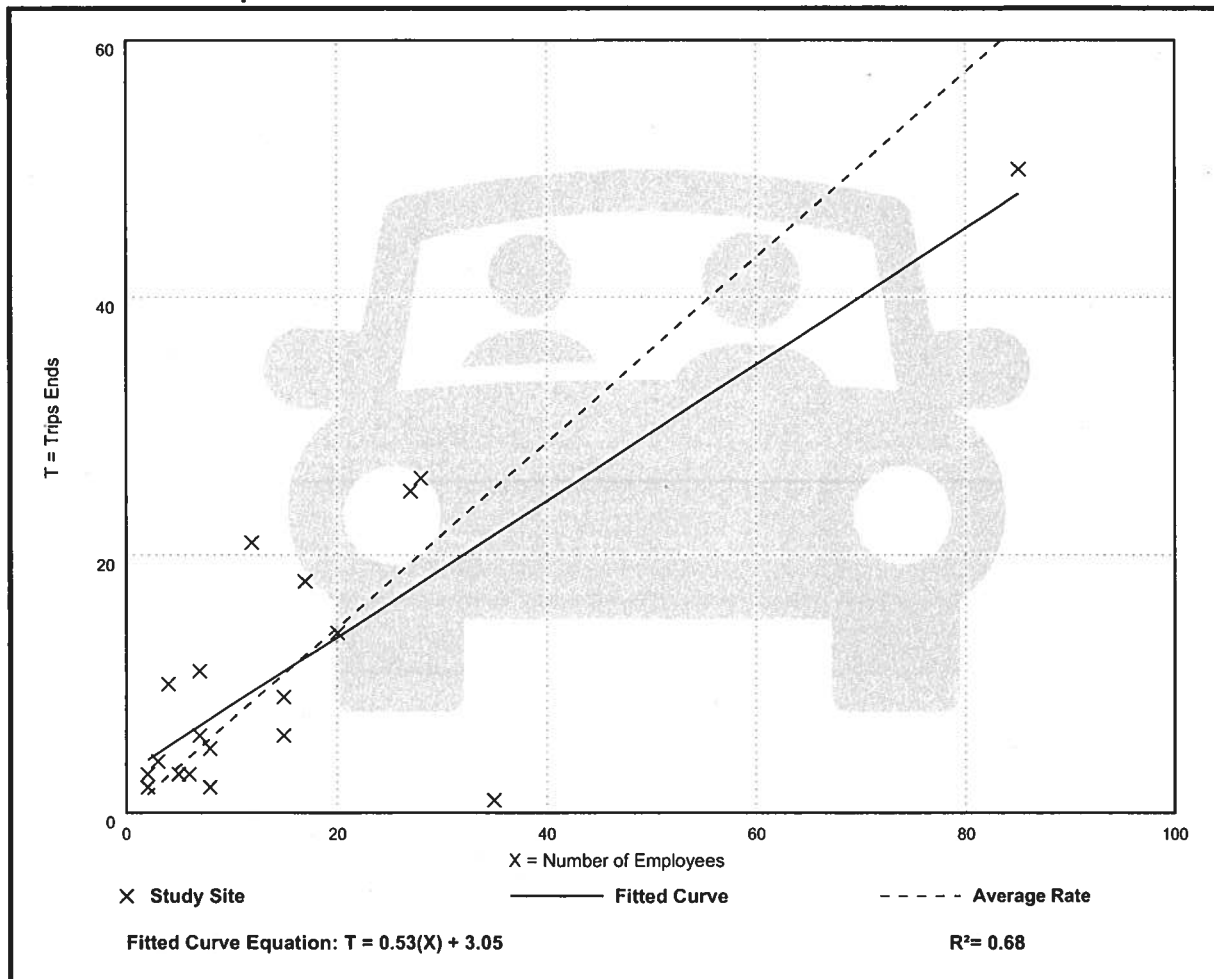
Avg. Num. of Employees: 16

Directional Distribution: 32% entering, 68% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.72	0.03 - 2.50	0.45

Data Plot and Equation



IX. Appendices

Appendix 1a: ITE Vehicle Trip Generation Rate Adjustment Factors

Appendix Table 1a: Institute of Transportation Engineers Vehicle Trip Generation Rate Adjustment Factors				
Policy Area	Residential	Office	Retail	Other
1 Aspen Hill	97%	98%	99%	97%
2 Bethesda CBD	79%	63%	61%	62%
3 Bethesda/Chevy Chase	87%	81%	85%	79%
4 Burtonsville Town Center	96%	96%	99%	97%
5 Chevy Chase Lake	87%	81%	85%	79%
6 Clarksburg	100%	101%	100%	100%
7 Clarksburg Town Center	100%	101%	100%	100%
8 Cloverly	99%	101%	100%	101%
9 Damascus	101%	100%	100%	100%
10 Derwood	94%	94%	87%	94%
11 Fairland/Colesville	96%	96%	99%	97%
39 Forest Glen	79%	70%	64%	70%
12 Friendship Heights	78%	70%	73%	70%
13 Gaithersburg City	88%	86%	76%	85%
14 Germantown East	95%	95%	97%	91%
15 Germantown Town Center	89%	91%	89%	90%
16 Germantown West	93%	90%	92%	88%
17 Glenmont	90%	91%	96%	91%
18 Grosvenor	81%	84%	75%	80%
19 Kensington/Wheaton	91%	92%	96%	92%
40 Lyttonsville	84%	78%	78%	77%
44 Medical Center	83%	72%	73%	71%
21 Montgomery Village/Airpark	93%	102%	93%	102%
22 North Bethesda	83%	87%	71%	82%
23 North Potomac	97%	100%	100%	100%
24 Olney	99%	100%	99%	100%
25 Potomac	97%	98%	96%	98%
43 Purple Line East	87%	87%	89%	88%
26 R&D Village	89%	88%	80%	90%
27 Rockville City	88%	94%	87%	98%
28 Rockville Town Center	79%	80%	70%	79%
29 Rural East	99%	99%	98%	100%
30 Rural West	100%	100%	100%	100%
31 Shady Grove	89%	88%	77%	88%
32 Silver Spring CBD	77%	65%	58%	65%
33 Silver Spring/Takoma Park	83%	83%	82%	84%
42 Takoma	80%	74%	70%	75%
35 Twinbrook	81%	80%	74%	79%
36 Wheaton CBD	85%	85%	76%	84%
37 White Flint	79%	78%	72%	78%
38 White Oak	89%	90%	91%	88%
41 Woodside	80%	74%	70%	75%

Appendix 1b: Mode Split Assumptions by Policy Area

Appendix Table 1b: Mode Split Assumptions by Policy Area						
Policy Area	Development Type	Auto Driver	Auto Passenger	Transit	Non-Motorized	Total
1 Aspen Hill	Residential	62.5%	25.8%	5.3%	6.4%	100%
	Office	74.2%	18.2%	2.9%	4.7%	100%
	Retail	72.1%	23.4%	1.3%	3.2%	100%
	Other	74.0%	18.2%	2.5%	5.2%	100%
2 Bethesda CBD	Residential	50.9%	20.8%	11.7%	16.6%	100%
	Office	47.9%	12.6%	23.8%	15.7%	100%
	Retail	44.2%	16.9%	10.9%	27.9%	100%
	Other	47.3%	13.2%	23.0%	16.5%	100%
3 Bethesda/Chevy Chase	Residential	56.1%	23.6%	7.6%	12.6%	100%
	Office	61.8%	17.4%	11.5%	9.3%	100%
	Retail	61.6%	24.7%	3.2%	10.5%	100%
	Other	60.5%	17.1%	12.6%	9.9%	100%
4 Burtonsville Town Center	Residential	62.3%	25.9%	4.9%	6.9%	100%
	Office	73.0%	19.8%	2.8%	4.3%	100%
	Retail	71.6%	24.3%	1.0%	3.1%	100%
	Other	73.9%	19.4%	2.5%	4.2%	100%
5 Chevy Chase Lake	Residential	56.1%	23.6%	7.6%	12.6%	100%
	Office	61.8%	17.4%	11.5%	9.3%	100%
	Retail	61.6%	24.7%	3.2%	10.5%	100%
	Other	60.5%	17.1%	12.6%	9.9%	100%
6 Clarksburg	Residential	64.5%	27.1%	2.5%	5.9%	100%
	Office	76.5%	20.0%	0.0%	3.5%	100%
	Retail	72.3%	25.7%	0.0%	2.0%	100%
	Other	76.2%	20.3%	0.0%	3.5%	100%
7 Clarksburg Town Center	Residential	64.5%	27.1%	2.5%	5.9%	100%
	Office	76.5%	20.0%	0.0%	3.5%	100%
	Retail	72.3%	25.7%	0.0%	2.0%	100%
	Other	76.2%	20.3%	0.0%	3.5%	100%
8 Cloverly	Residential	64.1%	26.4%	3.5%	5.9%	100%
	Office	76.8%	19.0%	0.7%	3.5%	100%
	Retail	72.8%	25.1%	0.2%	2.0%	100%
	Other	76.5%	19.2%	0.8%	3.4%	100%
9 Damascus	Residential	65.4%	26.6%	2.2%	5.8%	100%
	Office	76.1%	20.3%	0.1%	3.5%	100%
	Retail	72.5%	25.5%	0.0%	1.9%	100%
	Other	76.1%	20.4%	0.1%	3.5%	100%
10 Derwood	Residential	61.0%	26.6%	5.6%	6.8%	100%
	Office	71.4%	20.4%	3.6%	4.5%	100%
	Retail	63.4%	28.7%	2.2%	5.7%	100%
	Other	71.3%	20.4%	3.7%	4.6%	100%
11 Fairland/Colesville	Residential	62.3%	25.9%	4.9%	6.9%	100%
	Office	73.0%	19.8%	2.8%	4.3%	100%
	Retail	71.6%	24.3%	1.0%	3.1%	100%
	Other	73.9%	19.4%	2.5%	4.2%	100%
39 Forest Glen	Residential	52.1%	19.9%	11.9%	16.2%	100.0%
	Office	56.3%	9.9%	20.9%	13.1%	100.0%
	Retail	51.0%	14.9%	13.9%	20.2%	100.0%
	Other	56.5%	9.6%	20.4%	13.4%	100.0%

Appendix Table 1b: Mode Split Assumptions by Policy Area						
Policy Area	Development Type	Auto Driver	Auto Passenger	Transit	Non-Motorized	Total
12 Friendship Heights	Residential	50.3%	19.4%	15.4%	14.8%	100%
	Office	53.0%	9.9%	24.5%	12.6%	100%
	Retail	52.8%	15.4%	11.8%	19.9%	100%
	Other	53.4%	9.7%	23.9%	13.0%	100%
13 Gaithersburg City	Residential	56.7%	26.8%	5.4%	11.1%	100%
	Office	65.4%	23.5%	4.1%	7.1%	100%
	Retail	55.0%	32.7%	2.4%	10.0%	100%
	Other	64.4%	24.5%	3.8%	7.3%	100%
14 Germantown East	Residential	61.5%	26.9%	4.3%	7.4%	100%
	Office	72.1%	21.1%	1.8%	5.0%	100%
	Retail	70.1%	25.3%	1.1%	3.5%	100%
	Other	69.5%	23.2%	2.5%	4.8%	100%
15 Germantown Town Center	Residential	57.7%	27.0%	5.4%	9.9%	100%
	Office	69.2%	20.4%	4.5%	5.8%	100%
	Retail	64.5%	26.5%	2.5%	6.4%	100%
	Other	68.2%	20.1%	5.3%	6.4%	100%
16 Germantown West	Residential	60.4%	26.9%	4.1%	8.6%	100%
	Office	68.2%	22.9%	3.2%	5.8%	100%
	Retail	66.4%	27.6%	1.2%	4.8%	100%
	Other	67.0%	23.5%	3.3%	6.2%	100%
17 Glenmont	Residential	58.4%	24.8%	10.0%	6.8%	100%
	Office	69.5%	16.8%	8.2%	5.6%	100%
	Retail	69.5%	22.7%	4.0%	3.9%	100%
	Other	69.1%	16.9%	8.4%	5.6%	100%
18 Grosvenor	Residential	52.3%	25.8%	11.9%	10.0%	100%
	Office	63.4%	16.5%	13.3%	6.8%	100%
	Retail	54.7%	27.5%	8.4%	9.5%	100%
	Other	61.0%	17.2%	15.4%	6.3%	100%
19 Kensington/Wheaton	Residential	59.1%	25.4%	8.1%	7.4%	100%
	Office	69.6%	18.6%	6.1%	5.7%	100%
	Retail	69.8%	23.8%	2.1%	4.3%	100%
	Other	69.8%	18.7%	5.6%	5.9%	100%
40 Lyttonsville	Residential	56.1%	23.6%	7.6%	12.6%	100%
	Office	61.8%	17.4%	11.5%	9.3%	100%
	Retail	61.6%	24.7%	3.2%	10.5%	100%
	Other	60.5%	17.1%	12.6%	9.9%	100%
44 Medical Center	Residential	53.5%	22.2%	9.7%	14.6%	100%
	Office	54.9%	15.0%	17.7%	12.5%	100%
	Retail	52.9%	20.8%	7.1%	19.2%	100%
	Other	53.9%	15.2%	17.8%	13.2%	100%
21 Montgomery Village/Airpark	Residential	59.9%	26.8%	4.6%	8.6%	100%
	Office	77.7%	15.1%	2.9%	4.3%	100%
	Retail	67.7%	25.1%	1.7%	5.4%	100%
	Other	77.4%	15.1%	2.8%	4.7%	100%
22 North Bethesda	Residential	53.8%	25.9%	8.0%	12.3%	100%
	Office	65.8%	18.4%	8.6%	7.3%	100%
	Retail	51.6%	28.4%	6.1%	14.0%	100%
	Other	62.4%	19.5%	9.4%	8.7%	100%
23 North Potomac	Residential	63.0%	27.1%	3.0%	7.0%	100%
	Office	75.7%	18.6%	0.8%	4.8%	100%
	Retail	72.4%	24.1%	0.6%	2.9%	100%
	Other	75.8%	18.8%	1.0%	4.4%	100%

Appendix Table 1b: Mode Split Assumptions by Policy Area						
Policy Area	Development Type	Auto Driver	Auto Passenger	Transit	Non-Motorized	Total
24 Olney	Residential	64.3%	26.4%	3.3%	6.1%	100%
	Office	76.3%	19.4%	0.7%	3.6%	100%
	Retail	72.1%	24.8%	0.5%	2.6%	100%
	Other	76.3%	19.5%	0.7%	3.5%	100%
25 Potomac	Residential	62.6%	26.8%	4.1%	6.5%	100%
	Office	74.4%	19.3%	2.2%	4.1%	100%
	Retail	69.8%	25.7%	1.8%	2.7%	100%
	Other	74.8%	19.5%	2.1%	3.7%	100%
43 Purple Line East	Residential	54.0%	21.0%	10.1%	14.9%	100%
	Office	63.0%	10.7%	15.1%	11.2%	100%
	Retail	59.5%	17.2%	6.9%	16.4%	100%
	Other	63.8%	10.5%	14.0%	11.6%	100%
26 R&D Village	Residential	57.3%	27.3%	5.7%	9.7%	100%
	Office	66.7%	23.5%	4.4%	5.4%	100%
	Retail	58.0%	34.1%	2.0%	6.0%	100%
	Other	68.8%	22.4%	3.8%	5.1%	100%
27 Rockville City	Residential	56.8%	26.6%	6.3%	10.2%	100%
	Office	71.7%	17.4%	5.4%	5.5%	100%
	Retail	62.8%	25.6%	3.3%	8.2%	100%
	Other	74.7%	15.3%	4.8%	5.1%	100%
28 Rockville Town Center	Residential	51.3%	25.3%	8.9%	14.5%	100%
	Office	60.5%	16.7%	12.3%	10.5%	100%
	Retail	51.0%	26.5%	6.8%	15.6%	100%
	Other	59.9%	16.9%	12.4%	10.8%	100%
29 Rural East	Residential	64.0%	28.2%	2.6%	5.3%	100%
	Office	75.4%	20.6%	0.3%	3.7%	100%
	Retail	71.2%	26.8%	0.1%	1.9%	100%
	Other	75.8%	20.2%	0.5%	3.6%	100%
30 Rural West	Residential	64.8%	28.2%	1.8%	5.2%	100%
	Office	76.0%	20.4%	0.0%	3.6%	100%
	Retail	72.6%	25.7%	0.0%	1.7%	100%
	Other	76.1%	20.3%	0.1%	3.5%	100%
31 Shady Grove	Residential	57.7%	26.4%	8.7%	7.1%	100%
	Office	67.0%	20.6%	6.8%	5.5%	100%
	Retail	55.9%	29.2%	3.8%	11.1%	100%
	Other	66.9%	20.6%	7.2%	5.2%	100%
32 Silver Spring CBD	Residential	50.1%	18.8%	13.6%	17.5%	100%
	Office	49.6%	9.0%	26.6%	14.9%	100%
	Retail	42.4%	12.6%	20.9%	24.0%	100%
	Other	49.2%	8.7%	26.8%	15.2%	100%
33 Silver Spring/Takoma Park	Residential	54.0%	21.0%	10.1%	14.9%	100%
	Office	63.0%	10.7%	15.1%	11.2%	100%
	Retail	59.5%	17.2%	6.9%	16.4%	100%
	Other	63.8%	10.5%	14.0%	11.6%	100%
42 Takoma	Residential	52.1%	19.9%	11.9%	16.2%	100.0%
	Office	56.3%	9.9%	20.9%	13.1%	100.0%
	Retail	51.0%	14.9%	13.9%	20.2%	100.0%
	Other	56.5%	9.6%	20.4%	13.4%	100.0%
35 Twinbrook	Residential	52.3%	26.2%	9.7%	11.8%	100%
	Office	60.8%	17.2%	13.7%	8.3%	100%
	Retail	53.6%	27.8%	7.2%	11.4%	100%
	Other	60.2%	17.5%	13.9%	8.5%	100%

Appendix Table 1b: Mode Split Assumptions by Policy Area						
Policy Area	Development Type	Auto Driver	Auto Passenger	Transit	Non-Motorized	Total
36 Wheaton CBD	Residential	55.3%	24.9%	11.6%	8.2%	100%
	Office	64.3%	15.0%	13.1%	7.5%	100%
	Retail	54.8%	25.2%	7.6%	12.4%	100%
	Other	64.2%	15.1%	13.1%	7.6%	100%
37 White Flint	Residential	51.4%	26.3%	10.7%	11.6%	100%
	Office	59.2%	17.8%	14.4%	8.5%	100%
	Retail	52.2%	28.3%	8.2%	11.3%	100%
	Other	59.5%	17.9%	14.0%	8.6%	100%
38 White Oak	Residential	57.9%	25.8%	7.8%	8.5%	100%
	Office	68.7%	22.6%	3.3%	5.4%	100%
	Retail	65.7%	28.0%	2.0%	4.3%	100%
	Other	66.9%	23.9%	3.4%	5.8%	100%
41 Woodside	Residential	56.1%	23.6%	7.6%	12.6%	100%
	Office	61.8%	17.4%	11.5%	9.3%	100%
	Retail	61.6%	24.7%	3.2%	10.5%	100%
	Other	60.5%	17.1%	12.6%	9.9%	100%