RK engineering group, inc.

January 23, 2009

transportation planning ▪ traffic engineering
environmental engineering ▪ parking studies

Mr. Richard Ayala
CITY OF ONTARIO
PLANNING DEPARTMENT
303 East B Street
Ontario, CA 91764

Subject: Guasti Plaza Specific Plan Amendment – Trip Generation Study (Revised)

Dear Mr. Ayala:

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this trip generation study for the Guasti Plaza Specific Plan Amendment. The specific plan, as approved in 1996, consists of 1,100 total rooms of hotel use, 2,106,626 square feet of office space, a 405,108 square foot industrial park, and 125,000 square feet of commercial retail and restaurant space. Since then, several changes have been made to the development build program. The latest update is summarized in the *Traffic Impact Study for the Guasti Specific Plan Project in the City of Ontario,* prepared by KOA Corporation in January 2007 prepared as part of a Project Area Plan. The proposed Guasti Plaza Specific Plan Amendment would modify the current build program to provide 1,100 total rooms of hotel, 1,531,626 square feet of office space, a 315,108 square foot industrial park, 125,000 square feet of commercial retail and restaurant space, and 500 apartments.

This report provides a trip generation comparison between the currently proposed build program in the Guasti Plaza Specific Plan Amendment and both the original Specific Plan approved in 1996 and the latest Project Area Plan submitted in January 2007. A subsequent addendum to the 2007 traffic study was prepared in February 2008 as part of a development application which provided new traffic volumes and recommended geometry for the interior circulation system. However, the proposed land uses and associated trip generation in the areas studied in this report were not modified and are consistent with the 2007 traffic study.

The purpose of this study is to determine if the change in proposed land uses would result in a reduction of daily and peak hour trips associated with the development. The primary change to the specific plan would be converting approximately 360,000 square feet of office

RK newport beach
corporate headquarters
3991 macarthur boulevard, suite 310
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
RK riverside
tel 951.354.8500 fax 951.354.8501
www.rkengineer.com

space in Planning Area Two and approximately 90,000 square feet of mixed office, retail, and restaurant space in Planning Area Three to multi-family housing with a total of approximately 500 dwelling units. At least 400 of the 500 units are planned to be built at the eastern end of Planning Areas Two and Three. An additional 100 units will be constructed either in the same area, or at the western end of Planning Areas Two and Three. The alternative to construct 100 units on the western side of the site does not have an effect on the trip generation analysis as it is assumed, for the purposes of this study, that the land uses exchanged will be the same, regardless of the location. The site includes approximately 73 acres of land in the City of Ontario bound by the I-10 Freeway on the north, Turner Avenue on the east, Southern Pacific Railroad on the south, and Archibald Avenue on the west, as shown in Exhibit A. The proposed Specific Plan tentative tract map is shown in Exhibit B. The current planning areas for the project are shown in Exhibit C.

Findings

The following findings have been determined for this trip generation study:

1. The Guasti Plaza Specific Plan has been previously approved in 1996 to allow 28,525 net trip-ends per day with 3,807 net vehicles per hour during the AM peak hour and 3,733 net vehicles per hour during the PM peak hour.

2. Most recently, a Traffic Impact Study was prepared in January 2007 as part of a Project Area Plan to allow 58,720 net trip-ends per day with 4,388 net vehicles per hour during the AM peak hour and 4,348 net vehicles per hour during the PM peak hour. A subsequent addendum to the Traffic Study was prepared in February 2008 as part of a development application to build a portion of the project which modified the site plan and accordingly, the expected trip generation for 52,689 net trip-ends per day with 4,106 net vehicles per hour during the AM peak hour and 4,443 net vehicles per hour during the PM peak hour. The areas modified were not studied as part of this project.

3. Using the same trip generation methodology as the 1996 Specific Plan, the proposed Guasti Plaza Specific Plan Amendment would generate 27,818 net trip-ends per day with 2,631 net vehicles per hour during the AM peak hour and 3,187 net vehicles per hour during the PM peak hour.

4. When compared to the 1996 Specific Plan, the proposed Guasti Plaza Specific Plan Amendment would generate 707 less trip-ends per day with 1,176 less vehicles per hour during the AM peak hour and 546 less vehicles per hour during the PM peak hour.

5. When compared to the 2007 Traffic Study, the areas modified by the proposed Guasti Plaza Specific Plan Amendment would generate 5,294 less trip-ends per day with 609 less vehicles per hour during the AM peak hour and 532 less vehicles per hour during the PM peak hour.

6. In conclusion, the proposed Guasti Plaza Specific Plan Amendment would generate significantly fewer daily and AM/PM peak hour trips in comparison to both of the previously approved plans for the Guasti Plaza Development.

Trip Generation

Trip generation represents the amount of traffic that is produced and attracted by a development. The trip generation rates are developed by the ITE (Institute of Transportation Engineers) in their *Trip Generation Manual 8th Edition, 2008.* Trip generation rates provided in the *Addendum to the Traffic Study for the Guasti Specific Plan Project in the City of Ontario* were also used where applicable. These rates were based on previous editions of the ITE Trip Generation Manual. The trip generation rates utilized in this study are included in Table 1. Trip generation rates for specific land uses are identified. and utilized in the trip generation calculations. The current intent is to develop the housing portion of the project as rental units with the possibility of converting them to condominiums for sale in the future. Trip generation was based on the units being rental apartments versus condominium/townhouses as this provides a more conservative (higher) trip generation scenario.

The 1996 GPSP land uses and trip generation are identified in Table 2. The GPSP is conditioned for a maximum of 3,184,236 square feet of hotel, office, retail, restaurant and related uses. The existing GPSP is approved for 28,525 trip-ends per day with 3,807 net vehicles per hour during the AM peak hour and 3,733 net vehicles per hour during the PM peak hour. In comparing the proposed trip generation to the 1996 Specific Plan, 500 apartment units are assumed to replace 360,000 square feet of Office space and 90,000 square feet of Office Park Space. The proposed project trip generation for the entire site, using the land uses and trip generation methodologies presented in the 1996 Specific Plan is shown in Table 2. In this scenario, the proposed project will generate 27,818 net trip-ends per day with 2,631 net vehicles per hour during the AM peak hour and 3,187 net vehicles per hour during the PM peak hour.

A trip generation comparison has been made between the proposed project and the 1996 GPSP. It should be noted that the GPSP was originally approved in August 1996. Since the GPSP was approved, the *ITE Trip Generation Manual* has been continuously updated as more empirical data became available. Therefore, the trip generation rates used in the original analysis are no longer current. However, the overall number of trips approved for the development remains unchanged. Therefore, a comparison was made between the overall net trip generation of the previously approved GPSP and the proposed Guasti Plaza Specific Plan Amendment.

A summary of the trip generation comparison between the two projects is shown in Table 2. The proposed project would generate 1,176 less trip-ends per day with 1,176 less vehicles per hour during the AM peak hour and 546 less vehicles per hour during the PM peak hour. As shown in Table 2, the proposed Guasti Plaza Specific Plan Amendment with the 500 units of rental dwellings would generate significantly fewer daily and AM/PM peak hour trips than the 1996 plan.

Since the approval of the 1996 GPSP, the build program for the site has changed several times. The latest version was submitted in the *Traffic Study for the Guasti Specific Plan Project in the City of Ontario* prepared by KOA Corporation dated January 17, 2007 as part of a Project Area Plan. The 2007 traffic study is approved for 58,720 trip-ends per day with 4,388 net vehicles per hour during the AM peak hour and 4,348 net vehicles per hour during the PM peak hour. An addendum to the traffic study was prepared in February 2008 as part of a development application which modified the site plan in an area not affected by the currently proposed changes. The 2008 revised traffic study is approved for 52,689 trip-ends per day with 4,106 net vehicles per hour during the AM peak hour and 4,443 net vehicles per hour during the PM peak hour.

RK compared the proposed trip generation for the 500 apartment units to the trip generation for the corresponding buildings/land uses replaced as identified in the 2007 traffic study. Accordingly, 500 apartment units are assumed to replace 354,000 square feet of Office space, contained in Office Buildings 5, 6, and 7 and 90,000 square feet of mixed office, retail, and restaurant space in buildings 21, 22, and 23. The three mixed-use buildings provide a total of 237,300 square feet. Since only 90,000 square feet will be removed for the proposed amendment, detailed calculations are attached to this report that show the calculation of land use quantities exchanged for the proposed apartment use.

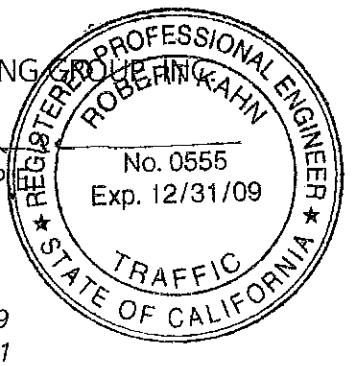
A summary of the trip generation comparison between the two projects is shown in Table 3. The proposed project would generate 5,294 less trip-ends per day with 609 less vehicles per hour during the AM peak hour and 532 less vehicles per hour during the PM peak hour. As shown in Table 3, the proposed Guasti Plaza Specific Plan Amendment with the 500 units of rental dwellings would generate significantly fewer daily and AM/PM peak hour trips than the 2007 plan (and 2008 addendum).

Conclusions

RK has completed a trip generation study for the proposed Guasti Plaza Specific Plan Amendment. The proposed project would replace the approved Guasti Plaza Specific Plan. Based upon this analysis the proposed Specific Plan Amendment would generate fewer trips than both the 1996 approved plan and the 2007 traffic study, therefore would have less impact to the adjoining intersections and roadway segments.

RK appreciates this opportunity to work with David Evans and Associates Inc. on this project. If you have any questions regarding this study, or need further review, please do not hesitate to call me at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.
Principal

Kerin Smith, E.I.T.
Engineer III

Attachment
RK:KS:rd/RK6979
JN:0141-2008-01

Exhibits

Exhibit A
Location Map

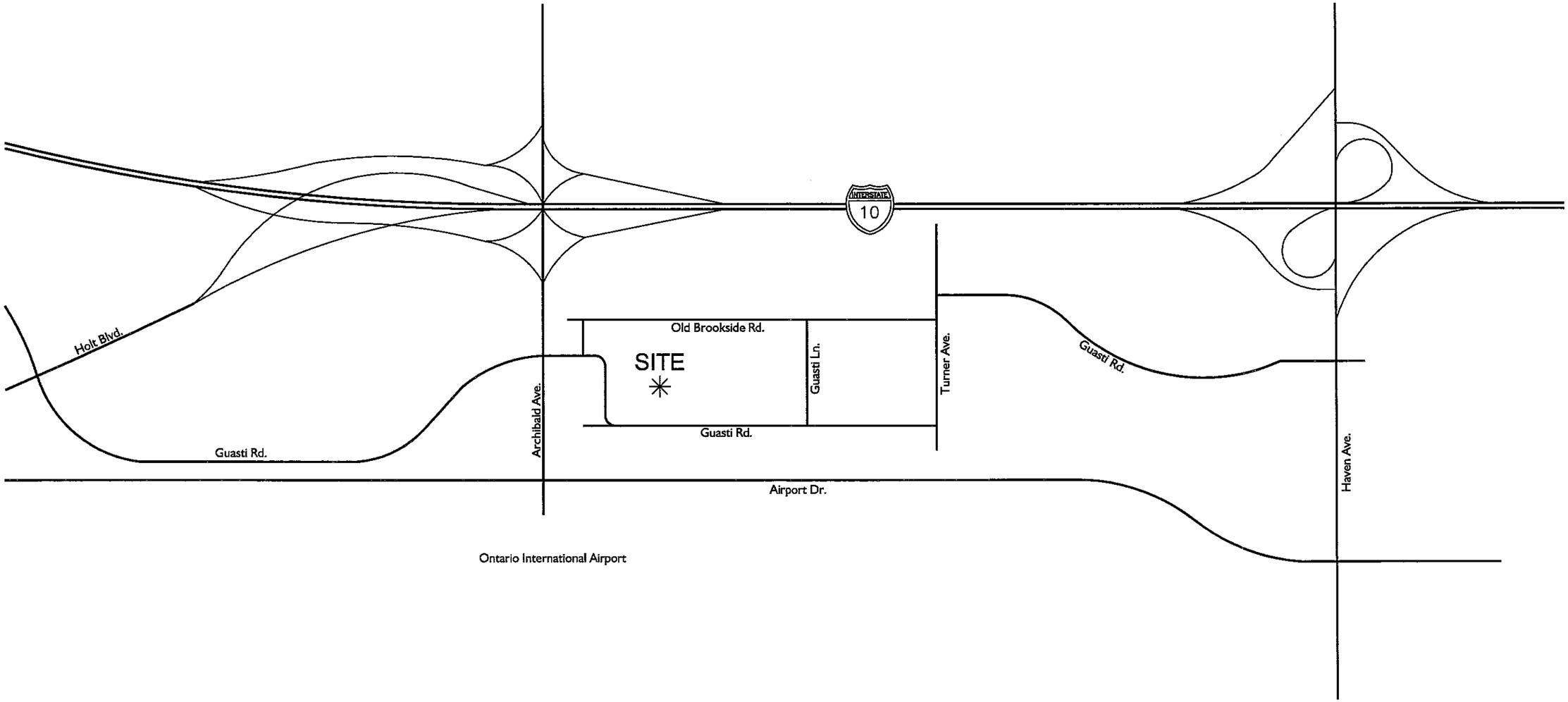


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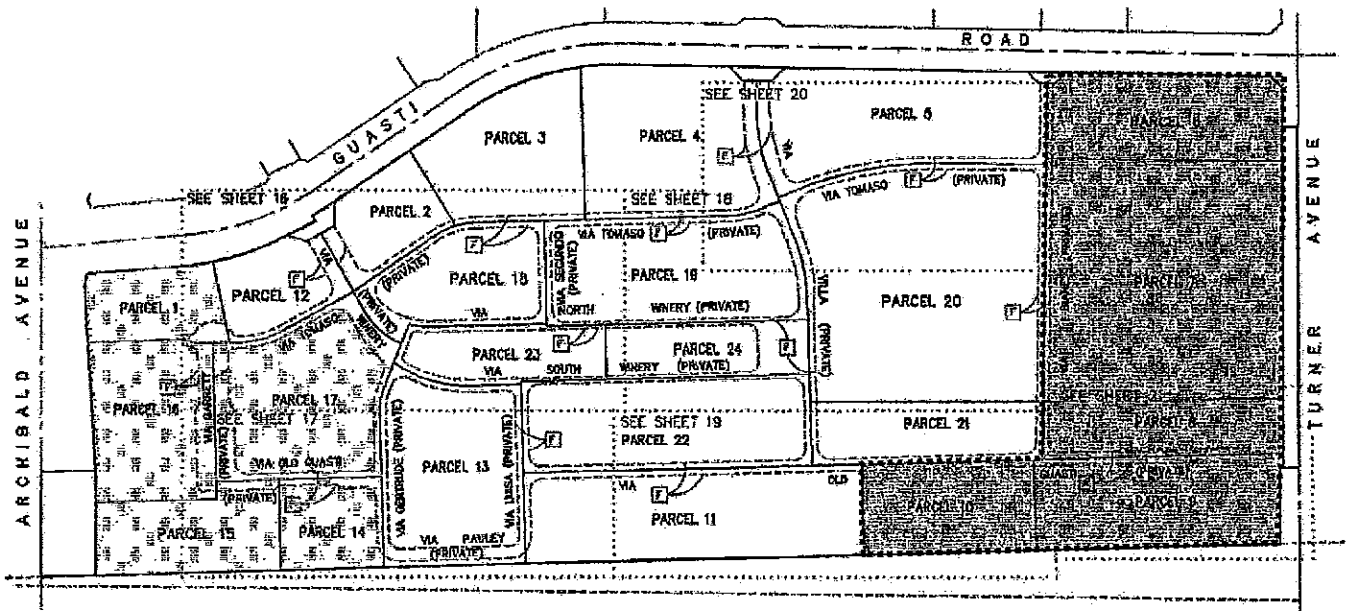
Exhibit B-1
Site Plan



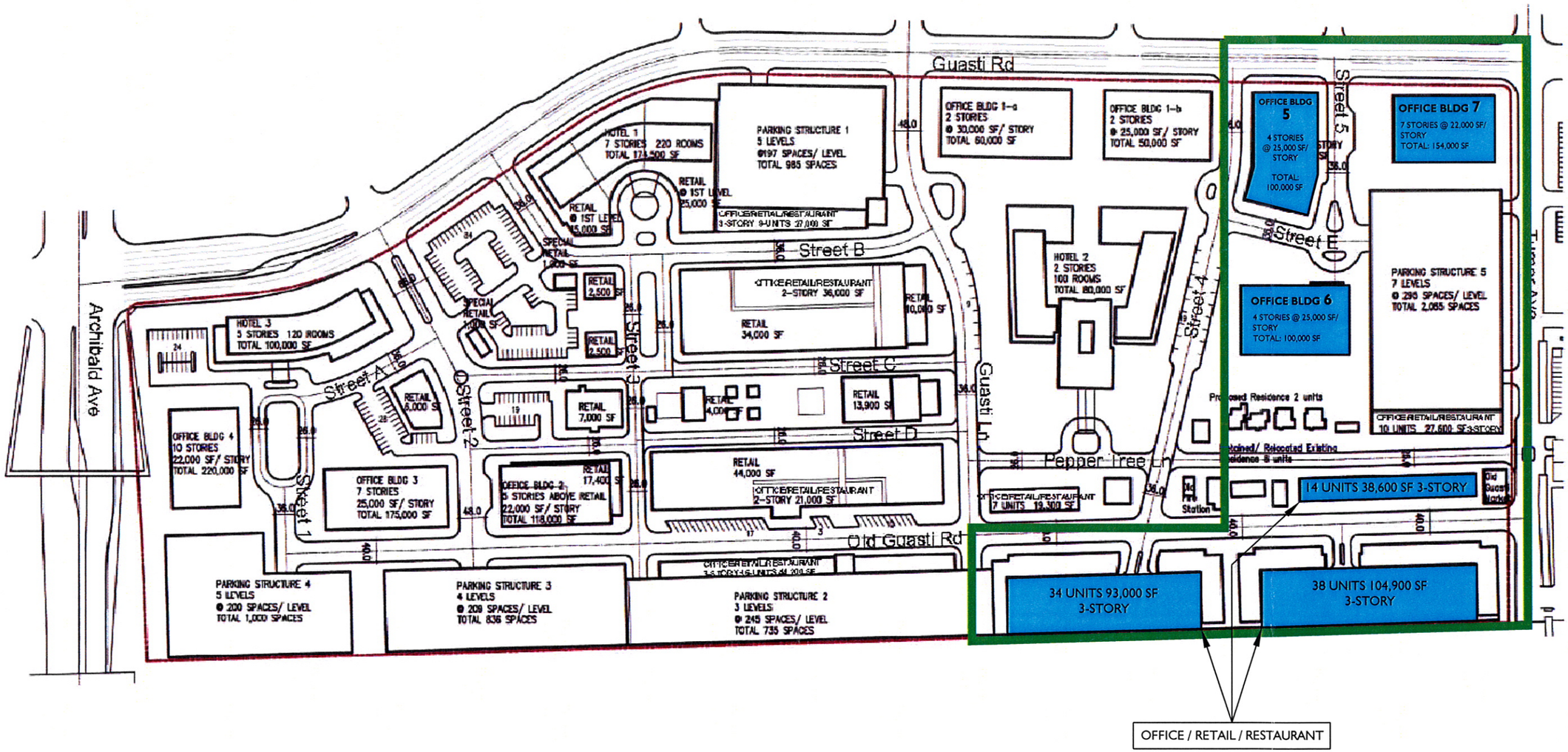
Eastern Residential District (400 to 500 units)

Alternative Areas for Residential Development (100 units or less)

N

Exhibit B-2

2008 Site Plan



Legend:

= Guasti Specific Plan Amendment (Current)

N

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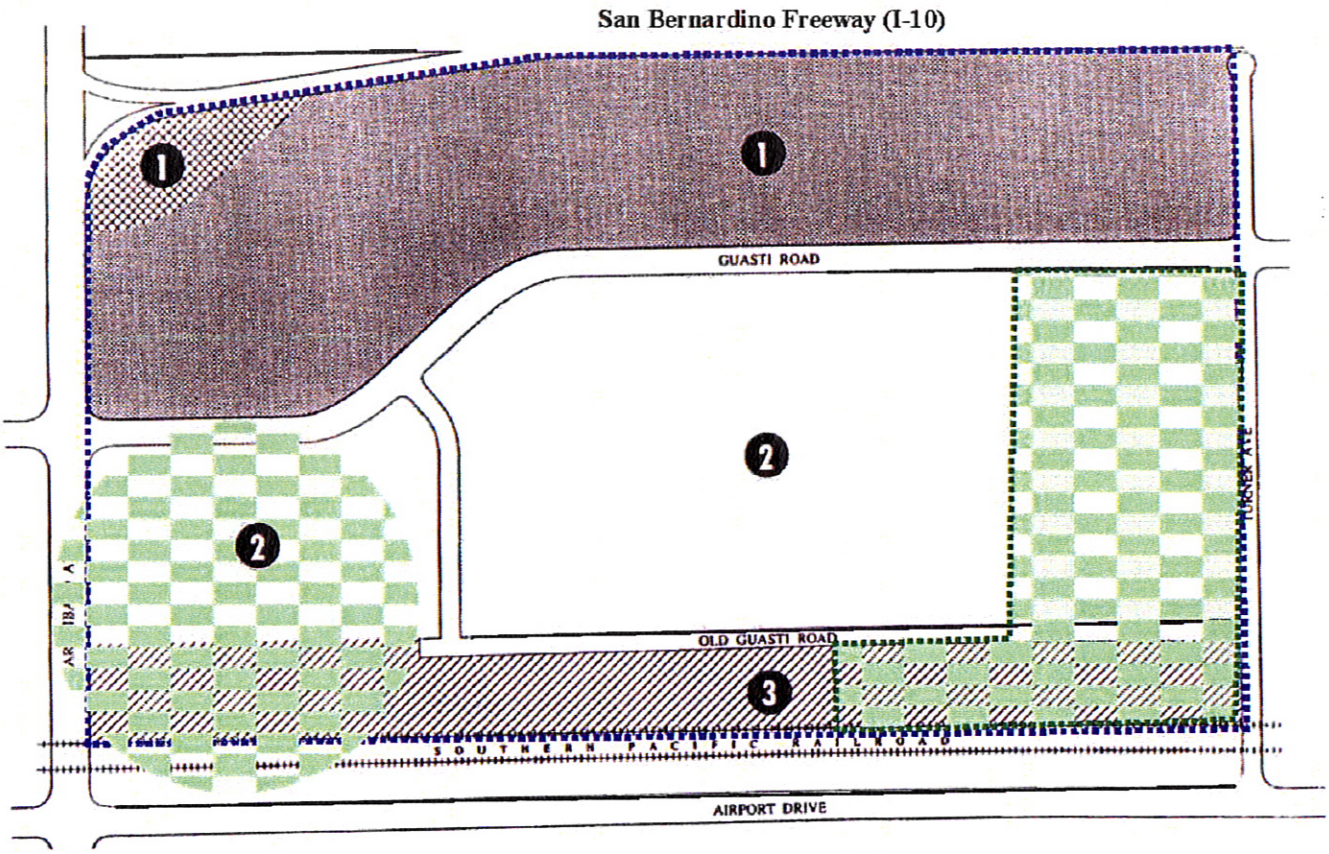
Exhibit C

Planning Areas



Specific Plan Area

2 Planning Area

Area proposed for Residential Development

N

Tables

TABLE 1

Proposed Project Trip Generation Rates[1]

Land Use[2]	Units[3]	Peak Hour				Daily
		AM		PM		
		In	Out	In	Out	
Hotel	RM	0.34	0.22	0.31	0.28	8.17
Industrial Park	TSF	0.69	0.15	0.18	0.68	6.96
Apartments	DU	0.10	0.41	0.40	0.22	6.65
Shopping Center (125.000 TSF)	TSF	0.86	0.55	2.90	3.01	62.81
General Office (1,531.626 TSF)	TSF	0.96	0.13	0.20	0.97	7.12

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

[2] Equations used for LUC 710 General Office anf LUC 820 Shopping Center. Average rates used for all other uses.

[3] TSF = Thousand Square Feet
DU = Dwelling Unit
RM = Rooms

TABLE 2

Trip Generation Comparison for 1996 Specific Plan

Land Use	Quantity	Units[1]	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Approved GPSP[2]:									
Hotel	1,100	RM	506	264	770	396	330	726	9,570
Office	2,016.626	TSF	2,642	383	3,025	444	2,339	2,783	16,456
Commercial	125.000	TSF	58	25	83	165	186	351	4,063
Industrial	405.108	TSF	308	69	377	81	312	393	2,824
Gross Total Trips			3,514	741	4,255	1,086	3,167	4,253	32,913
Less 10% Internal Capture			-351	-74	-426	-109	-317	-425	-3,291
Less 30% Pass-by (Shopping Center)			-16	-7	-22	-45	-50	-95	-1,097
Approved Net Total Trips			3,147	660	3,807	933	2,800	3,733	28,525
Poposed GPSP Amendment[3]:									
Hotel	1,100	RM	374	242	616	341	308	649	8,987
Industrial Park	315.108	TSF	217	47	264	57	214	271	2,193
Apartments	500	DU	50	205	255	200	110	310	3,325
Shopping Center	125.000	TSF	107	69	176	362	377	739	7,851
General Office	1,531.626	TSF	1,465	200	1,665	305	1,489	1,794	10,908
Gross Total Trips			2,213	763	2,976	1,265	2,498	3,763	33,264
Less 10% Internal Capture			-221	-76	-298	-127	-250	-376	-3,326
Less 30% Pass-by (Shopping Center)			-29	-19	-48	-98	-102	-200	-2,120
Proposed Net Total Trips			1,963	668	2,631	1,041	2,146	3,187	27,818
Difference in Trips			-1,184	8	-1,176	108	-654	-546	-707

[1] RM = Rooms

DU = Dwelling Units

TSF = Square Feet

[2] Trip generation from 1996 GPSP report.

[3] Trip generation calcualted using Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.

TABLE 3

Trip Generation Comparison Using February 2008 Specific Plan Methodology[1]

Land Use	Quantity	Units[2]	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Approved GPSP[3]:									
Office Building 5	100.000	TSF	136	19	155	25	124	149	1,101
Office Building 6	100.000	TSF	136	19	155	25	124	149	1,101
Office Building 7	154.000	TSF	209	29	238	39	191	230	1,696
Buildings 21, 22, and 23:									
Office	53.820	TSF	73	10	83	13	67	80	593
Retail	26.370	TSF	8	10	18	31	40	71	1,169
Fast Food Restaurant	3.060	TSF	81	54	134	41	39	80	2,191
Restaurant (High Turnover Sit-Down)	6.750	TSF	40	37	78	45	29	74	858
Approved Gross Total Trips to be Removed			683	178	861	220	614	833	8,708
Less 10% Internal Capture (Retail and Restaurants)			-13	-10	-23	-12	-11	-23	-422
Approved Net Total Trips to be Removed			670	168	838	208	603	811	8,287
Proposed Gross Apartment Trips	500	DU	50	205	255	200	110	310	3,325
Less 10% Internal Capture			-5	-21	-26	-20	-11	-31	-333
Proposed Net Total Trips			45	185	230	180	99	279	2,993
Difference in Trips			-625	16	-609	-28	-504	-532	-5,294

[1] Trip Generation data acquired from Addendum to the Traffic Study for the Guasti Specific Plan Project in the City of Ontario, KOA Corporation, February 27, 2008.

[2] DU = Dwelling Units
TSF = Square Feet

[3] All land uses are assumed based off previous site plan done by KOA Corporation dated January 2007.

Appendices

Appendix A

Supplemental Information and Calculations for 2007 Trip Generation Comparison

RK engineering group, inc.
tel 949.474.0809 fax 949.474.0902

RK No. _____
Sheet No. _____ of _____

Prepared by: _____ Date: _____ Subject: _____
Checked by: _____ Date: _____

	Building 21	Building 22	Building 23	Total
Office	23,000 SF	56,000 SF	63,000 SF	142,000 SF
Retail	7,600 SF	30,000 SF	31,900 SF	69,500 SF
Fast food	8,000 SF	-	-	8,000 SF
high turnover Restaurant	-	7,800 SF	10,000 SF	17,800 SF
				Σ 237,300 SF

Total area of all three buildings equals 237,300 SF

Percent of each use:

Office => 142,000 SF = 59.8% of 237,300 SF

Retail => 69,500 SF = 29.3% of 237,300 SF

Fast food => 8,000 SF = 3.4% of 237,300 SF

high turnover Restaurant => 17,800 SF = 7.5% of 237,300 SF

90,000 SF will be removed to accomodate 100 apartments

Percentages for each land use are assumed to be the same. Therefore:

office	=> 59.8% of 90,000 SF =	53,821 SF
Retail	=> 29.3% of 90,000 SF =	26,370 SF
Fast food	=> 3.4% of 90,000 SF =	3,060 SF
high turnover Restaurant	=> 7.5% of 90,000 SF =	6,750 SF

Trip generation for these land uses are used for trip gen comparison in Table 4

2008 Addendum to the Traffic Study

Table 2
Project Traffic Generation, Per Building

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
North Warehouse	59,400 s.f.	3266	254	139	115	422	260	162
Building 52	8,200 s.f.	327	5	2	2	20	9	11
Retail A	3,800 s.f.	2449	150	91	59	89	46	44
Building 49	5,500 s.f.	3544	217	133	85	129	66	63
Retail B	29,000 s.f.	2200	154	80	75	174	101	73
Retail C	7,500 s.f.	858	78	40	37	74	46	28
South Warehouse	142,000 s.f.	6573	363	249	112	563	281	282
Retail D	56,800 s.f.	3438	204	125	80	132	68	65
Office 1	113,600 s.f.	1251	176	154	22	169	28	141
Office 3	143,500 s.f.	2640	194	160	34	250	68	182
Office 4	197,400 s.f.	2647	291	251	40	310	63	247
Villa Hotel	120 Rooms	817	56	34	22	59	31	28
West Hotel	100 Rooms	1781	140	79	61	140	80	59
North Hotel	56,500 s.f.	4878	470	350	120	585	207	378
Office/Retail/Restaurant*	19,300 s.f.	595	44	29	16	53	23	31
Office Bldg. 7*	154,000 s.f.	1696	238	209	29	230	39	191
Office Bldg. 5*	100,000 s.f.	1101	155	136	19	149	25	124
Office Bldg. 6*	100,000 s.f.	1101	155	136	19	149	25	124
Office/Retail/Restaurants*	328,600 s.f.	5712	356	223	133	243	110	131
Office/Retail/Restaurants*	93,800 s.f.	2706	186	126	60	234	93	140
Office/Retail/Restaurants*	104,900 s.f.	3110	221	148	73	271	111	159
Total		**52689**	**4106**	**2894**	**1213**	**4443**	**1779**	**2664**

Buildings located within eastern residential District (400 - 500 units)

Note: A 10% reduction for internal linked trips was taken from all retail and restaurant uses.

* All land uses are assumed based off previous site plan done by KOA Corporation dated January 2007

As indicated in Table 2, the project will generate approximately 52,689 daily trips, including 4,106 trips in the AM peak hour and 4,443 trips in the PM peak hour. The trips were then distributed from each building to each parking area. The total traffic generation expected per parking area is shown in Table 3 below.

current specific plan amendment proposes eliminating: 360,000 sf office in exchange for 400 units
90,000 sf office park in exchange for 100 units

2007 Traffic Study

Project Traffic Generation – Alternative 1 (Retail Uses)

This alternative discusses the traffic generation for the site assuming the project is constructed with the offices, hotels, and retail and restaurant sites without any residential components.

Tables 5 summarizes the traffic generation expected on-site. The trip generation is broken down and projected per building.

Table 5
Project Traffic Generation, Per Building – Alternative 1

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Hotel 3	120 Rooms	980	67	41	26	71	37	34
Restaurant (High Turnover)*	6,000 S.F.	687	62	32	30	59	36	23
Office Bldg. 4	220,000 S.F.	2422	341	299	42	328	55	273
Office Bldg 3	175,000 S.F.	1927	271	238	33	261	44	217
Hotel 1	220 Rooms	1797	123	75	48	130	68	62
Retail/Restaurants*	40,000 S.F.	2752	123	63	60	215	128	87
Retail*	7,000 S.F.	279	4	2	2	17	7	10
Retail/Restaurants*	24,400 S.F.	1716	19	10	10	130	80	50
Office Bldg	118,000 S.F.	1299	183	160	22	176	30	146
Office/Retail/Restaurants*	63,000 S.F.	9274	580	367	211	392	178	213
Retail/Restaurants*	57,900 S.F.	9470	522	306	216	464	252	212
Retail/Restaurants*	48,000 S.F.	5489	284	160	123	319	181	138
Office/Retail/Restaurants*	65,200 S.F.	2579	226	139	85	233	113	120
Office Bldg 1a and 1b	110,000 S.F.	1211	171	150	21	164	28	136
Hotel	100 Rooms	817	56	34	22	59	31	28
Office/Retail/Restaurants*	19,300 S.F.	595	44	29	16	53	23	31
Office Bldg. 7	154,000 S.F.	1696	238	209	29	230	39	191
Office Bldg. 5	100,000 S.F.	1101	155	136	19	149	25	124
Office Bldg. 6	100,000 S.F.	1101	155	136	19	149	25	124
Office/Retail/Restaurants*	38,600 S.F.	5712	356	223	133	243	110	131
Office/Retail/Restaurants*	93,800 S.F.	2706	186	126	60	234	93	140
Office/Retail/Restaurants*	104,900 S.F.	3110	221	148	73	271	111	159
Total		**58720**	**4388**	**3083**	**1305**	**4348**	**1694**	**2654**

Note: * a 10% reduction for internal linked trips was taken from all retail uses

Buildings located within eastern Residential District (400 DU units)

As indicated in Table 5, the project will generate approximately 58,720 daily trips, including 4,388 trips in the AM peak hour and 4,348 trips in the PM peak hour. The trips were then distributed from each building to each parking area. The total traffic generation expected per parking area is shown in Table 6

Villa Hotel										
	Floor 1	Rooms/BOH etc.	85040	817	56	34	22	59	31	28
		Footprint	**85040**							
		Gross Sq. Ft.	**85040**							
West Hotel										
	Floor 1	Restaurant	7000	890	81	42	39	76	47	30
		Pass by (-10%)		-89	-8	-4	-4	-8	-4	-4
		Rooms/BOH etc.	97580	980	67	41	26	71	37	34
		Footprint	**104580**							
		Gross Sq. Ft.	**104580**							
North Hotel										
(Name subject to c	Floor 1	Fitness Center	46500	1531	56	24	33	188	96	92
		Restaurant	10000	1272	115	60	55	109	67	43
		Pass by (-10%)		-127	-12	-6	-6	-11	-6	-5
	Floor 2	Office	TBD	551	78	68	10	75	13	62
	Floor 3	Office	TBD	551	78	68	10	75	13	62
	Floor 4	Office	TBD	551	78	68	10	75	13	62
	Floor 5	Office	TBD	551	78	68	10	75	13	62
Assumed East Portion of the Project Site	17	Office Bldg	12,000	132	19	16	3	18	3	15
		Retail	5,000	222	3	2	2	14	6	8
		Retail Pass by (-10%)		-22	0	0	0	-1	0	-1
		Restaurant (High Turnover)	2,300	292	25	14	13	25	15	10
		Restaurant Pass by (-10%)		-29	-3	-2	-1	-3	-2	-1
	18	Office Bldg. 7	154,000	1696	238	209	29	230	39	191
	19	Office Bldg. 5	100,000	1101	155	136	19	149	25	124
	20	Office Bldg. 6	100,000	1101	155	136	19	149	25	124
	21	Office Bldg	23,000	253	36	31	5	35	6	29
		Retail	7,600	337	5	2	3	21	9	12
		Retail Pass by (-10%)		-34	-1	0	-1	-2	-1	-1
		Fast Food Restaurant	8,000	5728	351	211	140	210	107	103
		Fast Food Pass by (-10%)		-573	-35	-21	-14	-21	-11	-10
	22	Office Bldg	56,000	617	87	76	11	83	14	69
		Retail	30,000	1330	20	9	11	82	36	46
		Retail Pass by (-10%)		-133	-2	-1	-1	-8	-4	-4
		Restaurant (High Turnover)	7,800	992	90	47	43	85	52	33
		Restaurant Pass by (-10%)		-99	-9	-5	-4	-9	-5	-4
	23	Office Bldg	63,000	694	98	86	12	94	16	78
		Retail	31,900	1414	22	10	12	86	38	48
		Retail Pass by (-10%)		-141	-2	-1	-1	-9	-4	-5
		Restaurant (High Turnover)	10,000	1272	115	60	55	110	67	43
		Restaurant Pass by (-10%)		-127	-12	-6	-6	-11	-6	-5
		Total		**52689**	**4106**	**2894**	**1213**	**4443**	**1779**	**2664**
		Old Total		**58720**	**4388**	**3083**	**1305**	**4348**	**1694**	**2654**
		% Diff =		**-11%**	**-7%**	**-7%**	**-8%**	**2%**	**5%**	**0%**

		S.F		AM			PM		
			Daily	Total	In	Out	Total	In	Out
	North Warehouse	59,400	3266	254	139	115	422	260	162
	Building 52	8,200	327	5	2	2	20	9	11
	Retail A	3,800	2449	150	91	59	89	46	44
	Building 49	5,500	3544	217	133	85	129	66	63
	Retail B	29,000	2200	154	80	75	174	101	73
	Retail C	7,500	858	78	40	37	74	46	28
	South Warehouse	142,000	6573	383	249	112	563	281	282
	Retail D	56,800	3438	204	125	80	132	68	65
	Office 1	113,600	1251	176	154	22	169	28	141
	Office 3	143,500	2640	194	160	34	250	68	182
	Office 4	197,400	2647	291	251	40	310	63	247
	Villa Hotel	120 Rooms	817	56	34	22	59	31	28
	West Hotel	100 Rooms	1781	140	79	61	140	80	59
	North Hotel	56,500	4878	470	350	120	585	207	378
Assumed Land Use	17 Office/Retail/Restaurant	19,300	595	44	29	16	53	23	31
	18 Office	154,000	1696	238	209	29	230	39	191
	19 Office	100,000	1101	155	136	19	149	25	124
	20 Office	100,000	1101	155	136	19	149	25	124
	21 Office/Retail/Fast-Food	38,600	5712	356	223	133	243	110	131
	22 Office/Retail/Restaurant	93,800	2706	186	126	60	234	93	140
	23 Office/Retail/Restaurant	104,900	3110	221	148	73	271	111	159